



## **Development Permit Panel**

**Council Chambers, City Hall  
6911 No. 3 Road**

**Wednesday, September 10, 2014  
3:30 p.m.**

### **Minutes**

- 1. Motion to amend the minutes of the meeting of the Development Permit Panel held on Wednesday, July 30, 2014 to read as follows in the second Panel Discussion under Item No. 2:**

*"The Chair spoke of the proposed reduction in visitor parking and noted that the 0.125 spaces/unit rate will provide a buffer in the event that more visitor parking spaces are required than the surveys indicate. In addition, due to undeveloped sidewalk connections, access to the Canada Line is restricted. Furthermore, it was noted that the Panel is not inclined to consider any further visitor parking reductions for this project. Also, concern was raised that the reduction in visitor parking spaces commoditize the parking spaces and comes at the expense of available public parking."*

- 2. Motion to adopt the minutes of the Development Permit Panel meeting held on Wednesday, August 27, 2014.**

- 1. Development Permit 13-646028**  
(REDMS No. 4267725)

APPLICANT: Sandhill Homes Ltd.

PROPERTY LOCATION: 9080 No. 3 Road

### **Director's Recommendations**

*That a Development Permit be issued which would:*

1. *permit the construction of 12 townhouse units at 9080 No. 3 Road on a site zoned "Medium Density Townhouses (RTM2)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
  - (a) *reduce the minimum lot width on major arterial road from 50.0 m to 43.3 m;*
  - (b) *reduce the front yard setback to Unit A at the southwest corner of the site from 6.0 m to 5.18 m;*
  - (c) *increase the rate of tandem parking spaces from 50% to 67% to allow a total of sixteen (16) tandem parking spaces in eight (8) three-storey townhouse units; and*
  - (d) *replace three (3) standard residential parking stalls with small car stalls - one (1) in each of the side-by-side double car garages.*



2. **Development Variance 14-665249**

(REDMS No. 4305450)

APPLICANT: Priority Permits Ltd.

PROPERTY LOCATION: 6951 Elmbridge Way

**Director's Recommendations**

*That a Development Permit be issued which would vary the provisions of Sign Bylaw No. 5560 to:*

1. *allow facia, canopy and projecting signs for the commercial uses in the development; and*
2. *allow installation of two (2) additional freestanding signs along Elmbridge Way for the existing mixed-use building located at 6951 Elmbridge Way.*

**3. New Business**

**4. Date of Next Meeting: Wednesday, September 24, 2014**

**5. Adjournment**

## Development Permit Panel

### Wednesday, July 30, 2014

#### Correspondence

None.

#### Gallery Comments

None.

#### Panel Discussion

The Chair spoke of the proposed reduction in visitor parking and noted that the 0.125 spaces/unit rate will provide a buffer in the event that more visitor parking spaces are required than the surveys indicate. ~~He added~~In addition, that due to undeveloped sidewalk connections, access to the Canada Line is restricted. Furthermore, it was noted that the Panel is not inclined to consider any further visitor parking reductions for this project. Also, ~~he expressed~~ concerns was raised that the reduction in visitor parking spaces ~~are only done for the purposes of commoditizing~~ the parking spaces and comes at the expense of available public parking amenities.

#### Panel Decision

It was moved and seconded

*That a Development Variance Permit be issued which would further vary the provisions of Richmond Zoning Bylaw 8500 to further reduce the visitor parking requirement from 0.15 spaces/unit, as per Development Permit (DP 12-615424), to 0.125 spaces/unit for a portion of the development located at 5311 and 5399 Cedarbridge Way on a site zoned "High Density Low Rise Apartments (RAH2)".*

CARRIED

#### 3. New Business

It was moved and seconded

*That the Wednesday, August 13, 2014 Development Permit Panel meeting be cancelled.*

CARRIED

#### 4. Date Of Next Meeting: Wednesday, August 27, 2014



# City of Richmond

Minutes

## Development Permit Panel Wednesday, August 27, 2014

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Dave Semple, Chair  
John Irving, Director, Engineering  
Victor Wei, Director, Transportation

The meeting was called to order at 3:30 p.m.

### 1. Minutes

It was moved and seconded

*That the minutes of the meeting of the Development Permit Panel held on Wednesday, July 30, 2014, be adopted.*

CARRIED

### 2. Development Permit 13-631844

(File Ref. No.: DP 13-631844, Xr: TE 13-631845) (REDMS No. 4043731)

APPLICANT: TM Mobile Inc.

PROPERTY LOCATION: 7411 Nelson Road

#### INTENT OF PERMIT:

Vary the maximum permitted height of an accessory structure in the “Industrial (I)” zone of the Richmond Zoning Bylaw 8500 from 20.0 m to 30.0 m, in order to permit the construction of a telecommunication antenna installation at 7411 Nelson Road.

#### Applicant’s Comments

Using visual aids and speaking notes (attached to and forming part of these minutes as **Schedule 1**), Matthew McDonagh, Standard Land Company Inc. and Chad Marlatt, Telus Corp., briefed the Panel on the proposed application, noting the following:

1.

## **Development Permit Panel**

### **Wednesday, August 27, 2014**

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- the new tower will increase cellular coverage in the area;
- the applicant has notified the adjacent property owner - Port Metro Vancouver, with respect to the proposed application;
- the applicant has made efforts to comply with the City's development policies;
- the proposed application is located in an industrial area and other communication towers are not in proximity;
- the proposed landscaping includes a fully fenced site and the addition of maple trees and cedar shrubs; and
- the proposed application includes a Phase 1 Environmental Site Assessment;

#### **Panel Discussion**

Discussion ensued regarding the allowance for additional equipment in the future and additional screening of the tower. In reply to queries from the Panel, Mr. McDonagh advised that the tower's paint scheme will help the tower blend into the landscape. Mr. Marlatt noted that the tower will have the capacity to include additional equipment. Mr. Marlatt then added that a reduction in size of the antennae array at the top of the tower is possible; however the tower would have to increase in height in order to compensate for the reduction in the antennae array.

In reply to queries from the Panel, Mr. Marlatt advised that the landscape plan will include the addition of maple trees however; screening of the entire tower using vegetation would not be possible.

Discussion then ensued with regard to methods to effectively improve the aesthetics of communication towers.

#### **Staff Comments**

Wayne Craig, Director, Development, noted that the proposed application complies with applicable policies contained within the City's Telecommunication Antennae Consultation and Siting Protocol. He added that the proposed application avoids residential, agricultural, and environmentally sensitive areas.

#### **Correspondence**

None.

#### **Gallery Comments**

None.

## Development Permit Panel

### Wednesday, August 27, 2014

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#### **Panel Discussion**

In reply to queries from the Panel, Mr. Craig advised that Port Metro Vancouver has been notified of the proposed application.

Discussion then ensued with regard to the tower design and location.

#### **Panel Decision**

It was moved and seconded

1. *That a Development Variance Permit be issued which would vary the maximum permitted height of an accessory structure in the “Industrial (I)” zone of the Richmond Zoning Bylaw 8500 from 20.0 m to 30.0 m, in order to permit the construction of a telecommunication antenna installation at 7411 Nelson Road; and*
2. *That Richmond City Council grant concurrence to the proposed telecommunication antenna installation at 7411 Nelson Road.*

**CARRIED**

#### **3. Development Permit 14-664790**

(File Ref. No.: DP 14-664790) (REDMS No. 4243577)

APPLICANT: Penta Homes (Princess Lane) Ltd.

PROPERTY LOCATION: 4160 Garry Street

#### **INTENT OF PERMIT:**

1. Permit the construction of a five (5) unit townhouse complex at 4160 Garry Street on a site zoned “Town Housing (ZT35) – Garry Street (Steveston)”; and
2. Vary Section 4.9.7 of Richmond Zoning Bylaw 8500 to permit the proposed garbage and recycling enclosure to be located within the setback to Yoshida Court.

#### **Applicant's Comments**

Dana Westermark, Penta Homes (Princess Lane) Ltd., gave a brief overview of the proposed development with respect to (i) urban design, (ii) architectural form and character, and (iii) landscaping and open space design. He advised that the applicant has consulted with neighbourhood residents with regard to the proposed development and noted that concerns regarding traffic and access to Yoshida Court have been addressed.

#### **Panel Discussion**

Discussion ensued with regard to the proposed amenity space and in reply to queries from the Panel, Mr. Westermark noted the following:

- the proposed development will include an amenity space with benches for seating

## **Development Permit Panel**

### **Wednesday, August 27, 2014**

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- and an in-ground chess board;
- the proposed development is in walking proximity to local parks and children play areas;
- there is pedestrian access from Yoshida Court;
- a second amenity space with benches is located at the front of the site;
- the amenity space is compact but will be accessible even with parked cars present;
- the configuration of the amenity space will allow for sunlight;
- a reduction of stairs between the patio and main living areas will enhance the use of patio areas; and
- the overall height of the proposed development approximately matches the height of the neighbouring townhouses across the street and will be approximately four to five feet higher than neighbouring homes.

Discussion then ensued regarding privacy and Mr. Westermark noted that the north-south layout of the proposed development and drive aisle location will enhance privacy with respect to neighbouring buildings. He added that the hedges will be maintained to maximize sunlight for the neighbours.

In reply to queries from the Panel, Mr. Westermark noted that the configuration of the proposed development limits garbage truck access on-site so garbage and recycling containers would have to be taken out from the enclosure onto Yoshida Court for pick up.

#### **Staff Comments**

Mr. Craig noted that the applicant is required to enter into a Servicing Agreement for the design and construction of frontage improvements along Yoshida Court and Garry Street. He added that the proposed development will be designed to achieve an EnerGuide rating of 82 and that there will be one convertible unit included.

#### **Correspondence**

None.

#### **Gallery Comments**

None.

#### **Panel Discussion**

Discussion ensued with regard to the compact layout of the proposed development.

## Development Permit Panel

### Wednesday, August 27, 2014

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#### **Panel Decision**

It was moved and seconded

***That a Development Permit be issued which would:***

1. *permit the construction of a five (5) unit townhouse complex at 4160 Garry Street on a site zoned “Town Housing (ZT35) – Garry Street (Steveston)”;* and
2. *vary Section 4.9.7 of Richmond Zoning Bylaw 8500 to permit the proposed garbage and recycling enclosure to be located within the setback to Yoshida Court.*

**CARRIED**

#### **4. Development Permit 13-648221**

(File Ref. No.: DP 13-648221) (REDMS No. 4164201)

APPLICANT: Blundell Ventures Ltd.

PROPERTY LOCATION: 5180 Blundell Road (formerly 5160 and 5180 Blundell Road)

#### **INTENT OF PERMIT:**

Permit the construction of 15 townhouse units at 5180 Blundell Road (formerly 5160 and 5180 Blundell Road) on a site zoned “Low Density Townhouses (RTL4)”.

#### **Applicant's Comments**

Taizo Yamamoto, Architect, Yamamoto Architecture Inc., gave a brief overview of the proposed development regarding (i) urban design, (ii) architectural form and character, and (iii) landscaping and open space design. He noted that units adjacent to neighbouring single family homes will be two storeys and the retention of trees on the eastern portion of the site will create a larger setback than required. He added that there will be one two-storey convertible unit and an accessible parking stall on the east side of the site.

Patricia Campbell, Landscape Architect, PMG Landscape Architects. Ltd., commented on the landscape design and noted that there will be a fenced play area with natural play equipment. A bike rack and a bench will be included in the amenity area. She added that each yard is fenced and hedged, and that 34 replacement trees will be planted on-site.

#### **Panel Discussion**

In reply to queries from the Panel, Ms. Campbell noted that pedestrian access is available on the western portion of the site. Pedestrian access on the eastern portion of the site is not possible due to the configuration of a retaining wall.

## **Development Permit Panel**

### **Wednesday, August 27, 2014**

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Mr. Yamamoto advised that extensive lighting was not included in the walkway due to the possibility of light affecting neighbouring residents. However, he noted that adding low-level light to the walkway was possible. The Panel encouraged the developer to include lighting along the walkway.

Discussion ensued with regard to landscaping elements along Blundell Road as well as the natural play spaces in the amenity areas.

#### **Staff Comments**

Mr. Craig commented on the applicant's tree preservation efforts and noted that a Servicing Agreement is in place for frontage improvements. He added that a statutory right-of-way has been secured to allow access to and from adjacent future development sites.

#### **Gallery Comments**

Feng Guo, 5220 Blundell Road, expressed concerns with regard to the increased density of the proposed development. He was of the opinion that the increase in density would increase noise and traffic in the area.

Discussion ensued with respect to the residential density allowed within the subject zoning.

Martha Sturrock, 5160 Blundell Road, expressed concern regarding the proposed three-storey height of the development.

In reply to queries from the Panel, Mr. Craig advised that the proposed development contains a combination of two and three-storey units and that all units in the rear section of the proposed development have two stories.

#### **Correspondence**

None.

#### **Panel Discussion**

Discussion ensued with regard to public awareness of the zoning density permitted in the area and lighting options along the walkway.

#### **Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would permit the construction of 15 townhouse units at 5180 Blundell Road (formerly 5160 and 5180 Blundell Road) on a site zoned "Low Density Townhouses (RTL4)".*

**CARRIED**

## Development Permit Panel

### Wednesday, August 27, 2014

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#### **5. Development Permit 13-638853**

(File Ref. No.: DP 13-638853) (REDMS No. 4247844)

APPLICANT: Citimark-Western Alberta Road Townhouse Ltd.

PROPERTY LOCATION: 9671 Alberta Road

#### INTENT OF PERMIT:

1. Permit the construction of a 21-unit townhouse development at 9671 Alberta Road on a site zoned “Medium Density Townhouse (RTM2)”; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
  - a) reduce the minimum lot width from 30.0 m to 26.16 m;
  - b) reduce the required interior (east) side setback from 3.0 m to 2.25 m; and
  - c) reduce the required exterior (northwest corner) side setback from 6.0 m to 4.11 m.

#### **Applicant's Comments**

Wayne Fougere, Architect, Fougere Architecture Inc., and Dave Jerke, Landscape Architect, Van der Zalm and Associates Inc., briefed the Panel on the proposed development with respect to (i) urban design, (ii) architectural form and character, and (iii) landscaping and open space design. Mr. Fougere noted that an agreement with a neighbouring development was made to share a common boulevard to eliminate the need for parallel parking and increase the landscaped space. Mr. Jerke added that nodes included in the greenway would provide for gathering spaces and that trees will be retained in the southwest corner of the site.

#### **Panel Discussion**

In reply to queries from the Panel, Mr. Fougere noted that the variances include a reduction in lot width and reductions in setbacks on the east and northwest corner areas of the site. He added that visitor parking would be arranged in groups of two and separated by trees. Also, he noted that even with the agreement to share a common boulevard with the neighbouring development, access to the visitor parking would have to be made along the proposed development’s side of the boulevard.

Discussion ensued with regard to the lighting along the pathway and in reply to queries from the Panel, Mr. Fougere and Mr. Jerke advised that there is existing street-lamp type of lighting as well as a proposal to include bollard lighting along the pathway.

In reply to queries from the Panel, Mr. Fougere and Mr. Jerke commented on play and seating elements of the greenway as well as the greenway’s configuration. Mr. Fougere noted that greenway is in proximity to schools and parks in the area.

## Development Permit Panel

### Wednesday, August 27, 2014

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#### **Staff Comments**

Barry Konkin, Program Coordinator, Development, noted that the developer has worked with staff on tree retention on-site. He added that a Servicing Agreement is required for frontage improvements along Alberta Road. Also, he noted that the proposed development will have one convertible unit.

#### **Correspondence**

None.

#### **Gallery Comments**

None.

#### **Panel Discussion**

Discussion ensued with regard to the proposed development's (i) architecture form and character, (ii) amenity space features, (iii) shared boulevard, and (iv) walkway.

#### **Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would:*

1. *permit the construction of a 21-unit townhouse development at 9671 Alberta Road on a site zoned "Medium Density Townhouse (RTM2)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
  - a) *reduce the minimum lot width from 30.0 m to 26.16 m;*
  - b) *reduce the required interior (east) side setback from 3.0 m to 2.25 m; and*
  - c) *reduce the required exterior (northwest corner) side setback from 6.0 m to 4.11 m.*

**CARRIED**

#### **6. New Business**

#### **7. Date Of Next Meeting: September 10, 2014**

**Development Permit Panel**  
**Wednesday, August 27, 2014**

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**8. Adjournment**

It was moved and seconded

*That the meeting be adjourned at 4:29 p.m.*

**CARRIED**

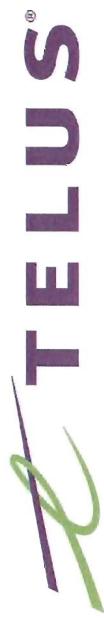
Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, August 27, 2014.

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Dave Semple  
Chair

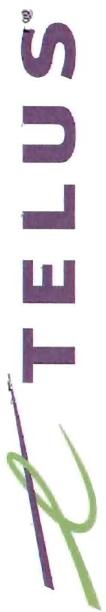
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Evangel Biason  
Auxiliary Committee Clerk



## Overview

- TELUS is proposing to build a 29.5 metre monopole tower to provide high speed wireless service to the community.
- Currently wireless service near the area of Blundell Road and Nelson Road is inadequate and TELUS is proposing to service this area by installing infrastructure in 2014.
- TELUS is following the City of Richmond's Telecommunication Antenna Consultation and Siting Protocol. TELUS has been working since 2011 to bring the community service to this area.
- Four years of research and working with the City of Richmond for locating infrastructure to service the community shows that this location is an appropriate site:
  - There are no existing towers for TELUS' proposed network equipment
  - TELUS is proposing a new tower on lands zoned Industrial (I)
  - Surrounding properties are zoned Industrial and the site is setback 3.2 km from residential zoned land
  - The adjacent Landlord, Port Metro Vancouver, does not have an issue with the proposal
- TELUS has made substantial effort to date to comply with the City's Protocol and City staff requests. Following submission of a comprehensive DVP application to the City March 2013 (included a Phase 1 Environmental Site Assessment), TELUS has worked closely with City staff to submit requested information. TELUS completed revisions to Surveys, Preliminary Plans, Construction Drawings and Photo Simulations. TELUS compiled: a Letter of Response to City Staff Comments, an additional Letter of Response to City Staff Comments, a Title Summary, and a Landscape Plan and Cost Estimate. TELUS also submitted a Landscape Security Deposit. As part of public notification efforts, TELUS posted a sign on Nelson Road and Blundell Road, as well as hand delivered an extensive Notification Package to the adjacent west landlord (Port Metro Vancouver). Other items submitted by TELUS include a Letter of Authorization signed by all individuals on title, requiring coordination of four separate landlord signatures. Work to date has included numerous emails and multiple meetings with City staff.
- TELUS strongly believes that this is an appropriate site and requests that the Development Permit Panel refer the application to Council for approval on September 8, 2014.

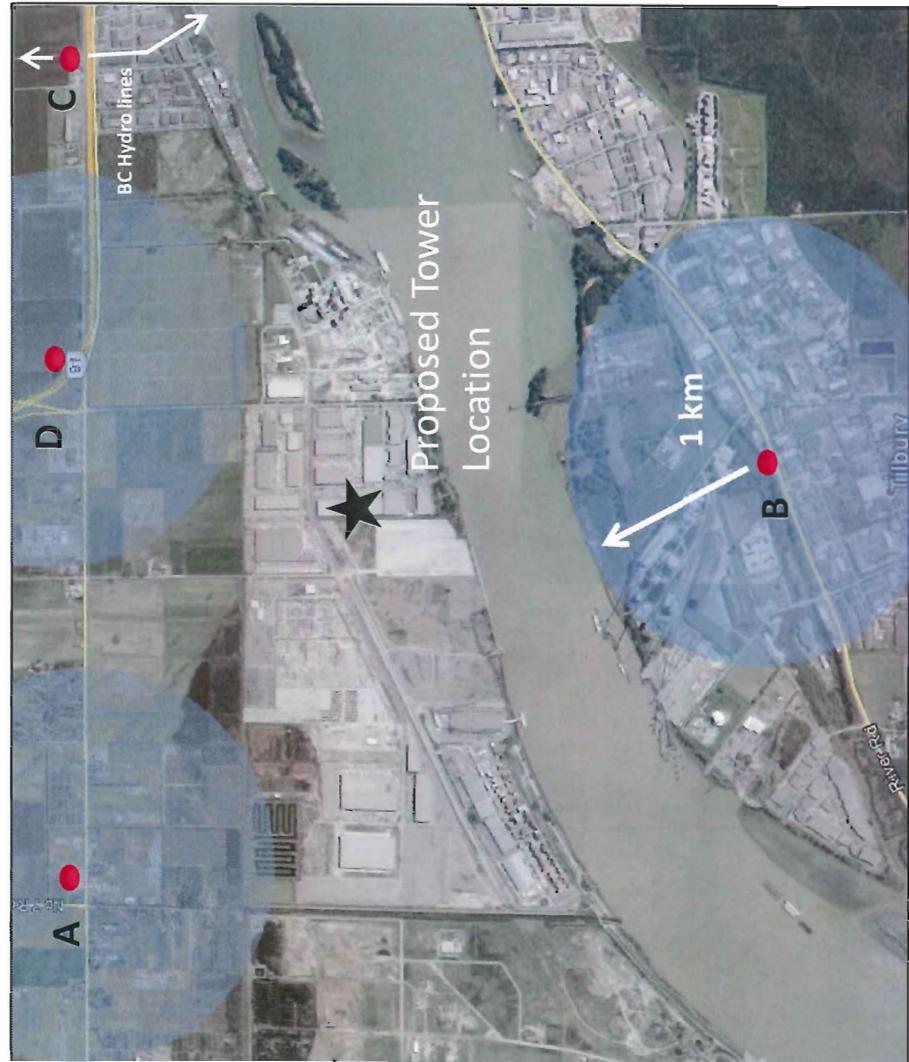


## Why is the Tower Needed?

- Currently parts of Richmond, specifically the area near Blundell Road and Nelson Road, do not offer high quality wireless service that meet TELUS standards and customer needs.
- The purpose of the proposed tower site is to provide dependable, advanced telecommunication service benefiting TELUS and Bell customers.
- The proposed tower will improve service north to Westminster Highway, east to No. 9 Road, south to Dyke Road and west just past York Road.

# TELUS

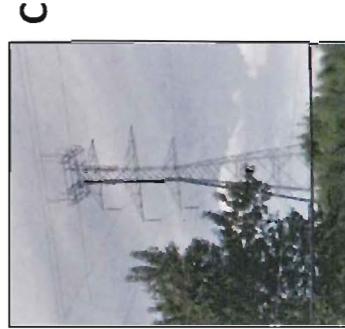
## Existing Structures



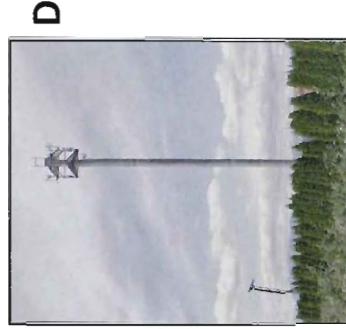
Telecommunications Tower (Bell Mobility) 45 m  
2.2 km



Telecommunications Tower (Rogers, Bell, and Fido) 45 m  
2 km



BC Hydro Tower (TELUS)  
45 m  
2.75 km

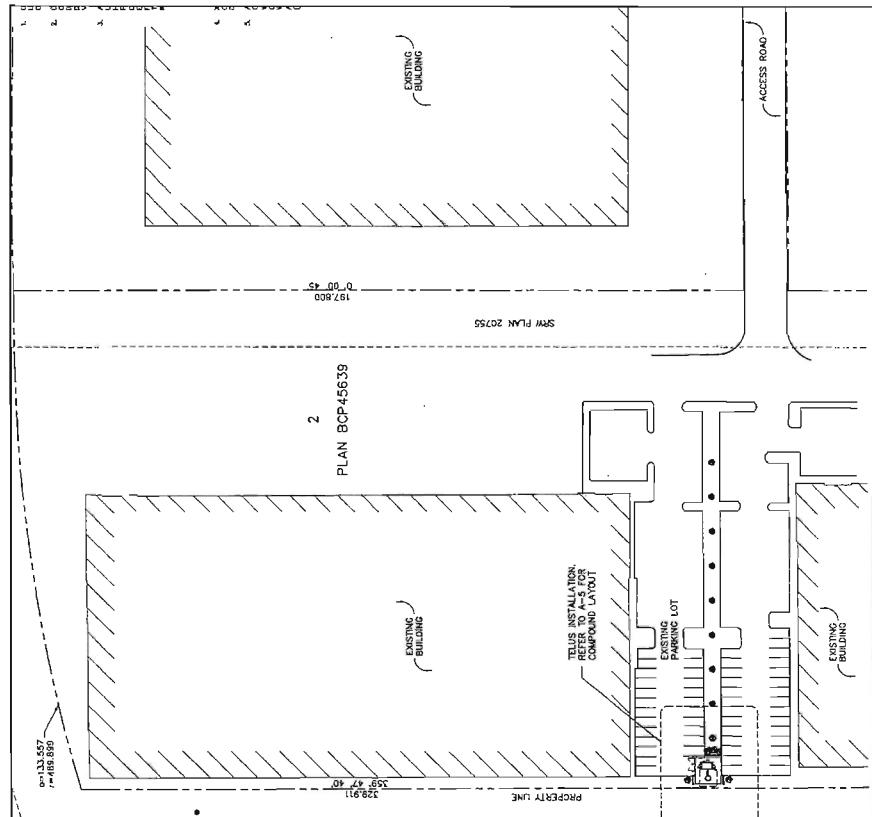


Wind Tower  
34 m  
1.7 km

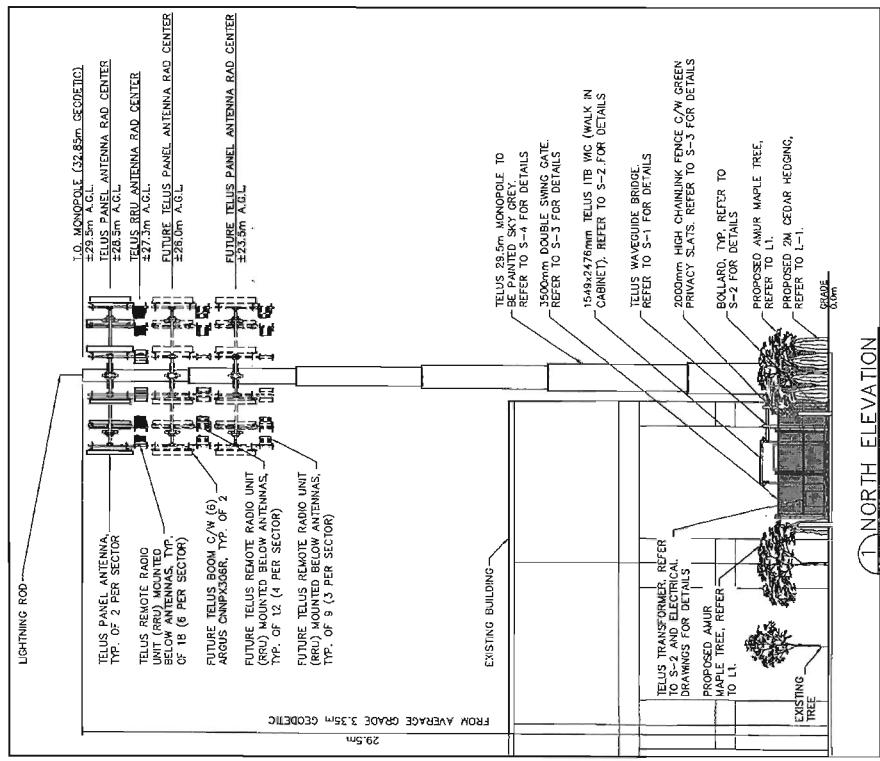


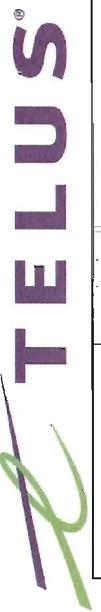
# Proposed Site Plan & Tower Profile

## Site Plan



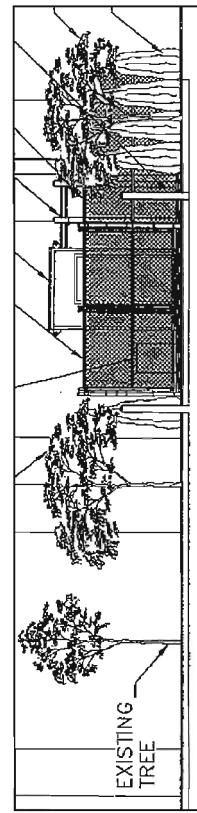
## Tower Profile



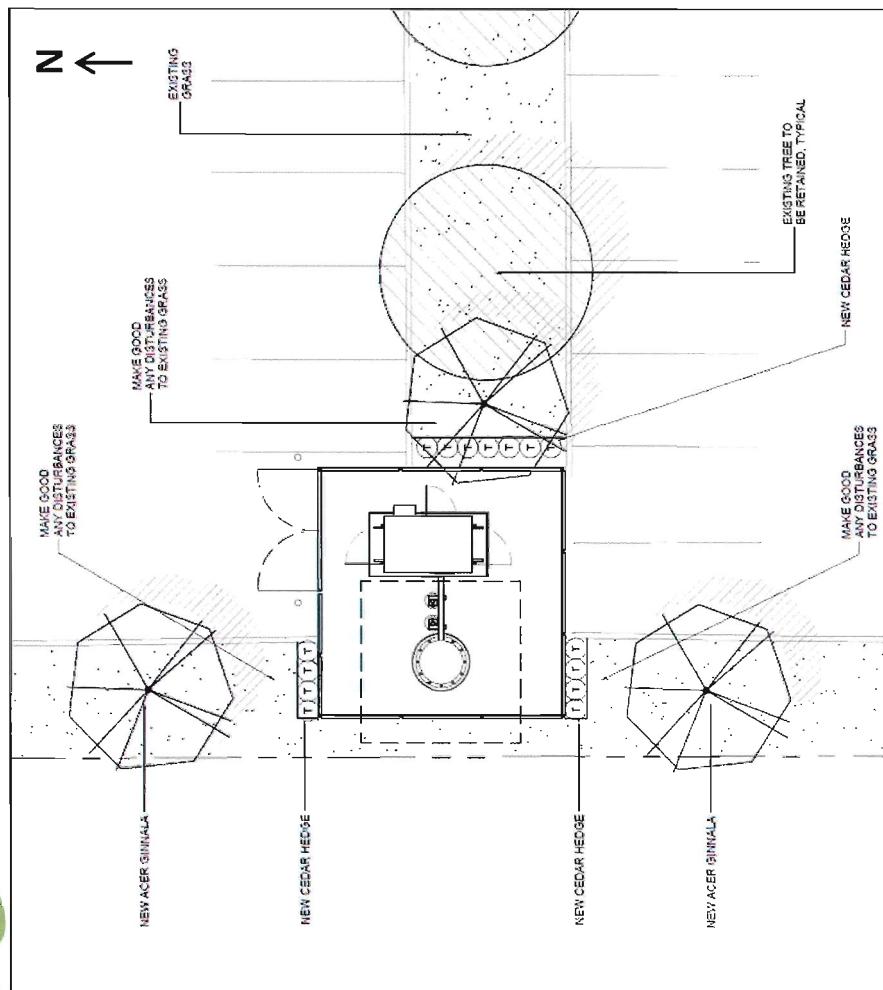


## Landscape Plan

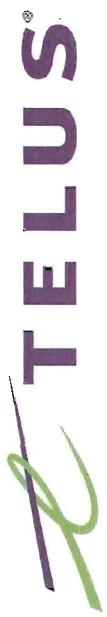
- 15 new cedar shrubs 2 m high
- 3 new maple trees 1.8 m high  
(6 cm trunk diameter)



North Elevation



Note: Not to scale

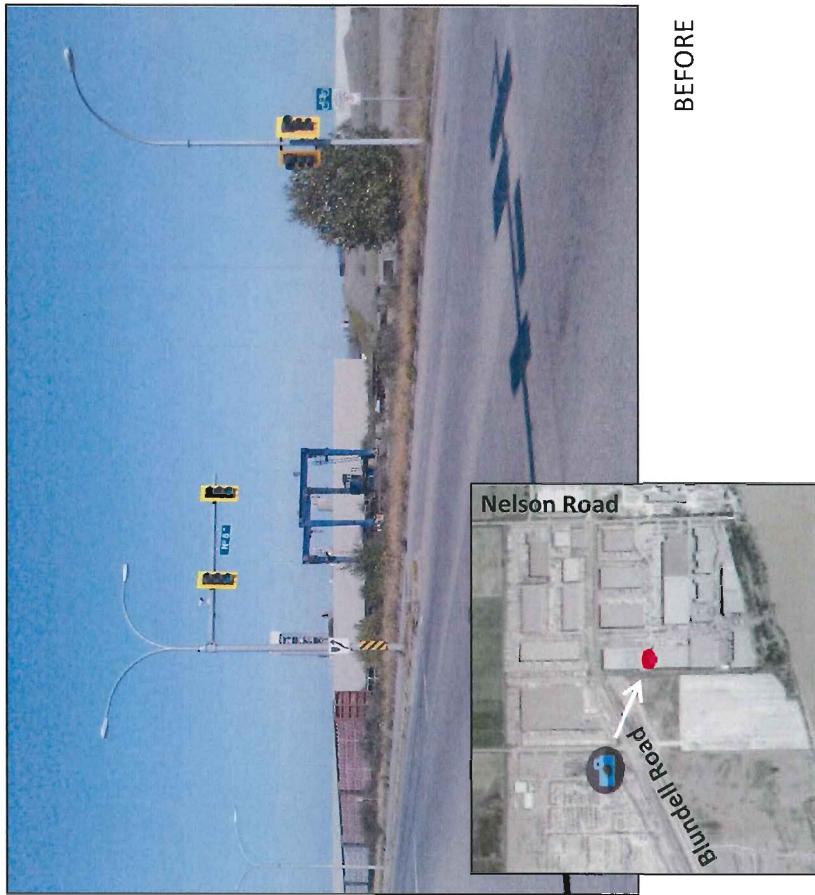


## Photo Simulation of Tower

View: from Blundell Road and No 8 Road looking southeast

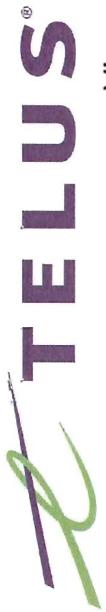


BEFORE



AFTER

*Photo Simulation is a close representation and is for conceptual purposes only. Transport Canada and NAV Canada approved that no lighting is required on 21-Jan-13.*

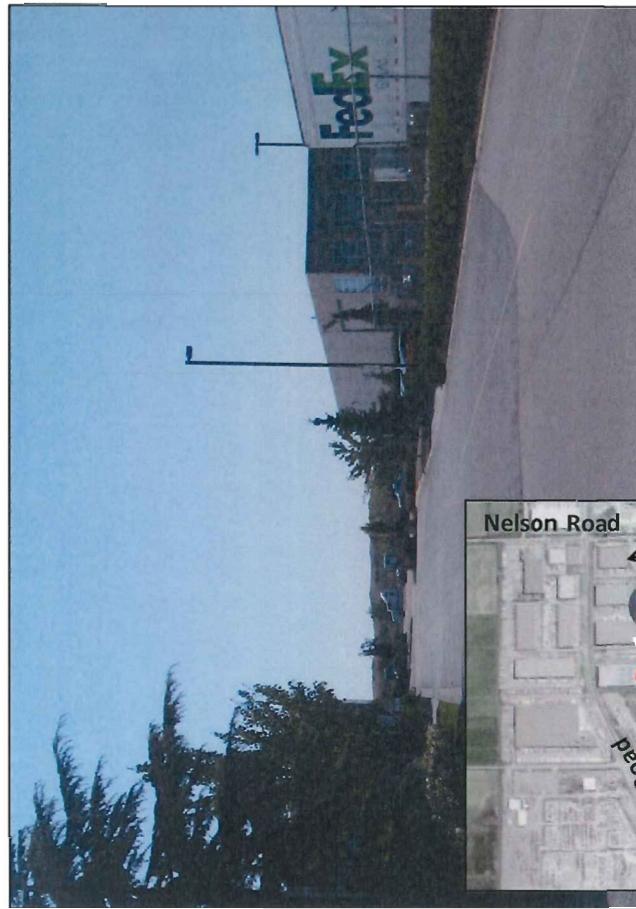


## Photo Simulation of Tower

View: from access road (off of Nelson Road) looking west



BEFORE



AFTER



*Photo Simulation is a close representation and is for conceptual purposes only. Transport Canada and NAV Canada approved that no lighting is required on 21-Jan-13.*



# City of Richmond

## Report to Development Permit Panel

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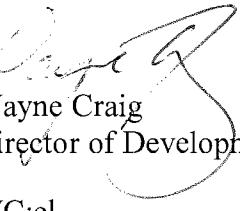
**To:** Development Permit Panel                           **Date:** August 19, 2014  
**From:** Wayne Craig                                       **File:** DP 13-646028  
Director of Development  
**Re:** Application by Sandhill Homes Ltd. for a Development Permit at 9080 No. 3 Road

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### Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 12 townhouse units at 9080 No. 3 Road on a site zoned "Medium Density Townhouses (RTM2)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
  - a) Reduce the minimum lot width on major arterial road from 50.0 m to 43.3 m;
  - b) Reduce the front yard setback to Unit A at the southwest corner of the site from 6.0 m to 5.18 m;
  - c) Increase the rate of tandem parking spaces from 50% to 67% to allow a total of sixteen (16) tandem parking spaces in eight (8) three-storey townhouse units; and
  - d) Replace three (3) standard residential parking stalls with small car stalls; one (1) in each of the side-by-side double car garages.

  
Wayne Craig  
Director of Development

WC:el  
Att.

**Staff Report****Origin**

Sandhill Homes Ltd. has applied to the City of Richmond for permission to develop 12 townhouse units (4 two-storey and 8 three-storey townhouses) at 9080 No. 3 Road with vehicle access from 9100 No. 3 Road through a Public Rights of Passage (PROP) Right-of-Way (ROW). The subject site is being rezoned from “Assembly (ASY)” to “Medium Density Townhouses (RTM2)” for this project under Bylaw 9043 (RZ 12-619503), which received third reading following the Public Hearing on September 3, 2013. The site is currently vacant.

A Servicing Agreement for frontage improvements along No. 3 Road and service connections was secured through the rezoning process and these improvements will be constructed through the separate required Servicing Agreement (SA 13-651383), which must be entered into prior to final adoption of the rezoning bylaw. Works include, but are not limited to, removal of the existing sidewalk behind the existing curb & gutter (which remains), construction of a new 1.5 m concrete sidewalk along the front property line, installation of a grass and treed boulevard between the sidewalk and the curb, and extension of existing street lighting from the south property line to the north property line of the site on No 3 Road.

**Development Information**

Please refer to attached Development Application Data Sheet (Attachment 1) for a comparison of the proposed development data with the relevant Bylaw requirements.

**Background**

Development surrounding the subject site is as follows:

To the North: A vacant site zoned “Gas and Service Stations (CG1)” at the corner of Francis Road and No. 3 Road.

To the East: Existing 28 unit three-storey townhouse development to the northeast at 8080 Francis Road and single-family dwellings on lots zoned “Single Detached (RS1/E)” to the southeast, fronting Rideau Drive.

To the South: Recently constructed 18 unit two- to three-storey townhouse development at 9100 No. 3 Road zoned “Low Density Townhouses (RTL4)”.

To the West: Across No. 3 Road, existing two-storey apartment buildings on lots in Land Use Contract (LUC100). The City has recently received a development application to redevelop this site at the southwest corner of Francis Road and No. 3 Road to allow a 4-storey residential building consisting of 141 apartment units (RZ 14-656515).

**Rezoning and Public Hearing Results**

The Public Hearing for the rezoning of this site was held on September 3, 2013. The following concerns were expressed during the Public Hearing. The response to the concern is provided in *italics*.

1. Concerns raised by the neighbours to the south and to the east regarding access to the development site via 9100 No. 3 Road.

*The proposed shared driveway access was identified in the rezoning report for 9100 No. 3 Road. A condition of rezoning for 9100 No. 3 Road was that a Public Rights-of-Passage (PROP) statutory rights-of-way (ROW) be registered over the driveway to facilitate the shared driveway access currently proposed.*

*The City pursues shared driveway access for townhouse sites on most arterial roads in order to limit conflict points with the arterial road from any pedestrian and traffic safety concerns. From a traffic management perspective the one shared driveway is the preferred solution for multiple developments as it minimizes the conflict points with No 3 Road.*

*There will only be one driveway to No. 3 Road that would serve both Strata Corporations. The developer has agreed to maintenance cost sharing for the internal driveway on 9100 No. 3 Road leading to their development. This agreement and cost structure will be included in their disclosure statement for potential purchasers.*

*There is no intention for the driveway to extend to the property to the north which is a commercial site under the Official Community Plan.*

2. Concerns raised by the neighbouring single family residents to the east regarding extra noise associated with the increased traffic.

*The proposed internal drive aisle is located in the middle of the site, orientated away from the single family houses. The outdoor amenity space is proposed at the southeast corner of the site to act as a buffer between the adjacent single family house and the proposed townhouse units.*

3. Request from the residents on Rideau Drive to provide amenity space adjacent to the existing single-family homes.

*The proposed outdoor amenity area has been relocated to the south-east corner of the site, adjacent to the neighbouring single-family home on Rideau Drive, to address this concern. The setback from the proposed two-storey townhouse units to the east property line has been increased from 4.5 m to 6.5 m to accommodate the outdoor amenity area at this proposed location.*

## Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the “Medium Density Townhouses (RTM2)” zone except for the zoning variances noted below.

### Zoning Compliance/Variances (staff comments in **bold**)

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to:

- 1) Reduce the minimum lot width on major arterial road from 50.0 m to 43.3 m.

*(Staff supports the proposed variances since the subject site is an orphan lot located between a vacant gas/service station site and a recently completed multiple-family development. The subject development would complete the development pattern established by the adjacent townhouse development to the south, and sole vehicle access is to be through this adjacent site.)*

- 2) Reduce the front yard setback to Unit A (at the southwest corner of the site) from 6.0 m to 5.18 m;

*(Staff supports the proposed variance as the variance is mainly a result of the drive aisle alignment of the neighbouring development to the south at 9100 No. 3 Road. A similar front yard setback was granted to the development at 9100 No. 3 Road. The setback and streetscape created are consistent with the adjacent townhouse development. All other units conform to the 6.0 m front yard setback requirement.)*

- 3) Increase the rate of tandem parking spaces from 50% to 67% to allow a total of sixteen (16) tandem parking spaces in eight (8) three-storey townhouse units;

*(Staff supports the proposed variances as the Rezoning application associated with this Development Permit application was submitted prior to the bylaw amendment related to tandem parking which was approved by Council in March 2013.)*

*Prior to March 2013, staff typically supported variances related to tandem parking arrangements on the basis that tandem parking reduces pavement area on site and facilitate a more flexible site layout. In order to address concerns related to the potential impact on street parking, the developer is proposing to provide one additional visitor parking stall on site, for a total of four (4) visitor stalls.*

*At present, no stopping is permitted on both sides of No. 3 Road and no parking is permitted on Francis Road in front of the adjacent vacant gas/service station site. An additional visitor parking stall on site should alleviate the demand of street parking from the visitors of the proposed development and minimize impact to the neighbouring single-family neighbourhood. Transportation Division staff have reviewed the proposal and have no concerns. A restrictive covenant to prohibit the conversion of the garage area into habitable space has been secured at Rezoning.)*

- 4) Replace three (3) standard residential parking stalls with small car stalls; one (1) in each of the side-by-side double car garages.

*(Richmond Zoning Bylaw only allows small car parking stalls when more than 31 parking stalls are proposed on site. Transportation staff support the proposed variances to allow one (1) small car stall in three (3) of the side-by-side double car garages.)*

### **Advisory Design Panel Comments**

The Advisory Design Panel supported the project and changes have been incorporated in line with comments made by Panel members. A copy of the relevant excerpt from the Advisory Design Panel Minutes from Wednesday, June 18, 2014 is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '***bold italics***'.

### **Analysis**

#### *Conditions of Adjacency*

- The proposed height, siting and orientation of the buildings respect the massing of the existing developments adjacent to the site.
- Two (2) triplex buildings are proposed along No. 3 Road. The end units adjacent to the north and south side yards are stepped down from three (3) storeys to two (2) storeys to compliment the adjacent townhouse development to the south and a balance streetscape along No. 3 Road.
- One (1) 3-storey 4-unit townhouse cluster is proposed along the north property line; the 3-storey building height is consistent with the existing townhouse development to the east.
- One (1) 2-storey duplex is located along the south property line to minimize the impact on the 2-storey townhouse units to the south and the single-family home to the southeast.
- The required outdoor amenity area is proposed at the southeast corner of the site in response to the request from the neighbouring single-family home residents.
- To maximize privacy between the development and neighbours, three (3) existing mature trees will be retained along the east property line, new trees will be planted along the north and south property line, and a 1.8 m tall wood fence will be installed along the side and rear yards.

#### ***Urban Design and Site Planning***

- The site layout includes eight (8) three-storey units and four (4) two-storey units, provided in four (4) townhouse clusters.
- The proposed site layout provides for an attractive pedestrian-oriented streetscape of townhouses fronting No. 3 Road, complete with a landscaped edge treatment, low metal fencing, and metal gates to individual townhouse unit front doors.
- All units along No. 3 Road have direct access from the sidewalk to the unit entry. A separate pedestrian entrance to the development site is proposed between the two (2) street fronting townhouse clusters.
- Vehicle access will be through the existing Public Rights-of-Passage (PROP) statutory rights-of-way (ROW) (Plan EPP22896) registered on the neighbouring townhouse

development to the south at 9100 No. 3 Road. No direct vehicle access to No. 3 Road is permitted.

- All units will have two (2) vehicle parking spaces.
- A total of four (4) visitor parking spaces, including one (1) accessible visitor parking space, are provided throughout the site. The number of visitor parking spaces proposed exceeds the minimum bylaw requirement (i.e., 3 stalls).
- The outdoor amenity is proposed at a southeast corner of the site for maximum sunlight from the southern exposure. The size of the proposed outdoor amenity space exceeds the Official Community Plan (OCP) requirements of 6 m<sup>2</sup> per unit, with a total area of 124 m<sup>2</sup>.
- Mailboxes and short-term bicycle parking spaces are proposed at the outdoor amenity area.
- The garbage and recycling enclosure is located in a central location along the main internal drive aisle, out of public view, and has been incorporated into the design of the adjacent building to minimize its visual impact.

#### ***Architectural Form and Character***

- A pedestrian scale is achieved along the public street, internal pedestrian walkway, and internal drive aisle with the inclusion of variation in building height, projections, recesses, entry porches, varying material combinations, a range of colour finishes, landscape features, and individual unit entrances.
- The massing is similar to the adjacent townhouse development to the south at 9100 No. 3 Road, but the accent wall and details will differentiate the two (2) developments. Six inch exposure hardi-plank siding will be used on the ground floor while four inch exposure vinyl siding will be used on the upper floors. Accents walls will have either hardi-panel siding or 4" horizontal siding. The gables will have either wood elements or brackets to further differentiate between the buildings within the development.
- A neutral colour palette is proposed. The paint colours will be the same as the adjacent townhouse development to the south; but in order to provide visual contrast the paint colours will be used in different locations. For example, the trim colour for the adjacent development will be used as the accent wall colour for this proposed development.
- The impact of blank garage doors has been mitigated with panel patterned doors, transom windows, unit entrances, and planting islands.
- The proposed building materials (hardi-plank siding, hardi-panel siding, woodgrain triple vinyl siding, wood fascia and trim, brick, and asphalt roof shingles) are generally consistent with the Official Community Plan (OCP) Guidelines and compatible with the existing single-family character of the neighbourhood.

#### ***Tree Preservation and Replacement***

- Tree preservation was reviewed at rezoning stage.
- Three (3) Western Red Cedar trees located along the east property line will be retained. To ensure the protected trees will not be damaged during construction, tree protection fencing must be installed to City standards prior to any construction activities occurring on-site. A contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone, including the construction of the suspended deck, is required prior to

Development Permit issuance. In addition, no Landscaping Security will be returned until the post-construction assessment report, prepared by the Arborist, confirming the protected trees have survived the construction, is reviewed by staff.

- Eleven (11) bylaw-sized trees on-site were identified for removal due to general poor condition; 22 replacement trees are required. The applicant is proposing to plant 17 replacement trees on-site, including 5 conifers and 12 deciduous trees. Contribution to the City's Tree Compensation Fund for planting of the balance of replacement trees within the City was secured at Rezoning stage.

#### ***Landscape Design and Open Space Design***

- Each unit will have a private yard with a shade tree and shrub/groundcover planting. The patios are to be constructed of precast concrete pavers to allow water to percolate into the ground. The yards are separated by either fencing and/or hedging to create privacy.
- The proposed 4 ft. tall fence along the street frontage will be set back from the property line to allow for a landscaped area between the fence and the edge of the new 1.5 m wide public sidewalk.
- A pedestrian access from No. 3 Road will provide alternate access to the site and an arbour at the entry point is proposed to provide visual interests along the street.
- Road-end trellis is proposed at all dead ends of the internal drive aisle, as a terminus of the view.
- A "natural play area" for small children (aged 2-5) is proposed in the southeast portion of the site. This "natural play area" is designed to address the grade changes between the amenity area and the internal drive aisle (where the site grade within the tree preservation area must be maintained while the site grade of the internal drive aisle and buildings are to be built at a higher elevation to comply with the required minimum flood construction level).
- The children's play area has access from the internal road via a ramp down to the outdoor amenity space located under the exiting cedar trees. In keeping with the natural theme of the area, boulders, logs on their sides with roots intact, and sawn logs will be used for sitting or walking on; an elevated wood platform will be used as a stage; small child's chairs cut out of a log and log rounds will be used for sitting. The area will provide both active and imaginative play opportunities.
- Engineering staff have been consulted and are agreeable to proposed design of the outdoor amenity area since a portion of the area is located within a SRW. An encroachment agreement to permit structures (with poured concrete foundations, or that are not moveable) to located within the SRW will be required prior to Building Permit issuance.
- Feature paving highlights at the site entrance, as well as in front of the outdoor amenity area, will provide a break to the long asphalt driveway.
- In order to ensure that the proposed landscaping works are completed, the applicant is required to provide a landscape security of \$101,386.67 in association with the Development Permit.
- Indoor amenity space is not proposed on-site. A \$12,000 cash-in-lieu contribution has been secured as a condition of rezoning approval.

***Crime Prevention Through Environmental Design***

- The site plan and individual unit design create opportunity for passive surveillance of the street frontage, outdoor amenity space, and the internal drive aisle.
- Individual unit entrances will be visible from either the public street or the internal drive aisle.
- Space differentiation (public, semi public, private) will be achieved through the use of fences, gates, and landscape features.
- Low planting is proposed along edges of buildings to keep the entry area open and visible.
- Windows overlooking the outdoor amenity space will be integrated in the building design to increase surveillance opportunity.
- Pedestrian pathway connecting sidewalk and internal driveway is proposed for increased natural access flow.

***Sustainability***

- The subject application was submitted and achieved Third Reading (in October 2013) prior to the energy efficiency policies for townhouse developments were added to the OCP (in July 2014). The developer advises that this development will not achieve Energuide 82 rating. However, the developer is proposing the following sustainability features for the development:
  - Double glazed vinyl framed window with Low-E Energy Star rating.
  - Electrical heat and individual thermostats for each room.
  - Energy Star appliances.
  - Low flow fixtures.

***Accessible Housing***

- The proposed development includes one (1) convertible unit that is designed with the potential to be easily renovated to accommodate a future resident in a wheelchair. The potential conversion of these units will require installation of a vertical lift in the stacked storage space (which has been dimensioned to allow this) in the future, if desired.
- All of the proposed units incorporate aging in place features to accommodate mobility constraints associated with aging. These features include:
  - stairwell hand rails;
  - lever-type handles for plumbing fixtures and door handles; and
  - solid blocking in washroom walls to facilitate future grab bar installation beside toilets, bathtubs and showers.

**Conclusions**

The applicant has satisfactorily addressed staff's comments regarding conditions of adjacency, site planning and urban design, architectural form and character, and landscape design. The applicant has presented a development that fits into the existing context. On this basis, staff recommend support of this Development Permit application.



Edwin Lee  
Planner 1

EL:cas

Attachment 1: Development Application Data Sheet

Attachment 2: Excerpt from the Minutes of the Advisory Design Panel Meeting - June 18, 2014

The following are to be met prior to forwarding this application to Council for approval:

- Final adoption of the Zoning Amendment Bylaw 9043.
- Receipt of a Letter-of-Credit for landscaping and tree survival in the amount of \$101,386.67; Letter-of-Credit will not be released until the Letter of Assurance that landscaping installed from Landscape Architect as well as the Post Construction Impact Assessment Report confirming the protected trees survived the construction from Arborist are reviewed by staff.
- Submission of a proof of contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone.

Prior to future Building Permit issuance, the developer is required to complete the following:

- Registration of an encroachment agreement to allow the proposed structures within the outdoor amenity area to be constructed over the SRW along the rear (east) property line.
- Incorporation of accessibility, CPTED, and sustainability features/measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).
- If applicable, payment of latecomer agreement charges associated with eligible latecomer works.



# City of Richmond

## Development Application Data Sheet

Development Applications Division

**DP 13-646028****Attachment 1**

Address: 9080 No. 3 Road

Applicant: Sandhill Homes Ltd. Owner: Sandpak Ventures Inc.

Planning Area(s): Broadmoor

Floor Area Gross: 1,897.3 m<sup>2</sup> Floor Area Net: 1,430.18 m<sup>2</sup>

	Existing	Proposed
<b>Site Area:</b>	2,202 m <sup>2</sup>	No Change
<b>Land Uses:</b>	Vacant	Multiple-Family Residential
<b>OCP Designation:</b>	Community Institutional	Neighbourhood Residential
<b>Zoning:</b>	Assembly (ASY)	Medium Density Townhouses (RTM2)
<b>Number of Units:</b>	0	12

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.65	0.65	none permitted
Lot Coverage – Building:	Max. 40%	39.7%	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	54.5%	none
Lot Coverage – Landscaping:	Min. 25%	25%	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m To Unit A only: 5.18 m	<b>Variance Requested</b>
Setback – North Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – South Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (m):	Min. 3.0 m	4.5 m Min.	none
Height (m):	Max. 12.0 m (3 storeys)	10.99 m Max.	none
Lot Width:	Min. 50.0 m	43.3 m	<b>Variance Requested</b>
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.33 (V) per unit	none
Off-street Parking Spaces – Total:	27	28	none
Tandem Parking Spaces:	Max. 50% of proposed residential spaces (24 x Max. 50% = 12)	16 spaces (67%)	<b>Variance Requested</b>

Small Car Parking Spaces	None permitted when fewer than 31 spaces are provided on site	3 residential stalls (one in each side-by-side double car garage)	Variance Requested
Handicap Parking Spaces:	2% when 3 or more visitor parking spaces are required ( $4 \times 2\% = 1$ )	1	none
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 12 units = 72 m <sup>2</sup>	124 m <sup>2</sup>	none

**Excerpt from the Minutes from  
The Design Panel Meeting**

**Wednesday, June 18, 2014 – 4:00 p.m.  
Rm. M.1.003  
Richmond City Hall**

**2. DP 13-646028 – 12-UNIT TOWNHOUSE DEVELOPMENT**

APPLICANT: Yamamoto Architecture Inc.

PROPERTY LOCATION: 9080 No. 3 Road

**Applicant's Presentation**

Karen Ma, Yamamoto Architecture Inc., and Landscape Architect Patricia Campbell, PMG Landscape Architects, presented the project and answered queries from the Panel on behalf of the applicant.

**Panel Discussion**

*Comments from the Panel were as follows:*

- Unit Aa in Building No. 3 need not be stepped down to a two-storey end unit; could be increased to three storeys to achieve uniform three-storey townhouse units in Building No.3; the increased height could help narrow down Unit Aa to widen the pedestrian walkway between Buildings 3 and 4;
  - *2 storey end unit at Building 3 will create a balance streetscape and reduce the number of tandem units in this development.*
  - *Landscaping enhanced, 5'-0" walkway bordered by an evergreen hedge and vertical trellis posts with vines in 4 locations.*
- concern on the location of the outdoor amenity space at the southeast corner for the following reasons: (i) it is out of view from the townhouse units in the subject development, (ii) it has very little overlook from the adjacent townhouse units, and (iii) it poses a safety concern;
  - *Additional windows added to the east elevation of Building 1 (2 on ground floor, 1 on second floor).*
  - *There is a clear view into the play area from the terminus of the internal drive aisle.*
  - *The adjacent mail pick up area overlooks the outdoor amenity area.*
  - *The adjacent yard of Unit Ca, Building 1 has a low 42" fence which also provides passive surveillance.*
  - *Building 2, Unit B1a overlooks the outdoor amenity area from the 2<sup>nd</sup> and 3<sup>rd</sup> floor.*

- the proposed pedestrian walkway between Buildings 3 and 4 is too narrow and may not be pleasing to go through; look at opportunity to widen this walkway and consider relocating the outdoor amenity space and mailboxes to a more central and open space which is closer to the pedestrian entrance to the proposed development and has greater overlook from the townhouse units in the subject development;
  - ***Landscaping enhanced to improve pedestrian experience.***
  - ***Moving it to a more central location could cause possible vehicular concerns as it will be by the entry drive aisle.***
- agree with the previous comments regarding the location and narrowness of the outdoor amenity space at the southeast corner of the site; consider (i) moving Building No. 1 further to the west to enlarge the outdoor amenity space or (ii) making some modifications to open up the amenity space;
  - ***Configuration of Outdoor Amenity area complies with the Development Permit Guidelines in the OCP.***
  - ***The landscaping has been carefully planned out in relation to the grade changes and tree retention to provide a natural play area with elements from nature such as boulders, logs, etc. The amenity area has been planned so that there will be clear view across the play area and from the mail pick up area.***
- massing and context are well designed; proposed development fits well with the neighbourhood as it has a similar design and density with the adjacent townhouse development;
  - ***Thank you.***
- appreciate the landscape design;
  - ***Thank you.***
- pleased to see the convertible unit and aging-in-place features;
  - ***Thank you.***
- agree with previous comments regarding the location of the outdoor amenity space as it should be visible from the second floor of the adjacent townhouse units;
  - ***Additional window added to the second floor on the east elevation of Building 1.***
- the outdoor amenity space could be relocated to a more central location to enhance the safety of children;
  - ***Moving it to a more central location could cause possible vehicular concerns as it will be by the entry drive aisle.***
  - ***There will be less sunlight exposure if the amenity space was relocated between Buildings 3 and 4.***

- the project is nicely scaled; will fit well with developments across the street;
- ***Thank you.***
- suggestion for a more central location of the outdoor amenity space between Buildings 3 and 4 would be tricky; need to consider sunlight exposure from the south;
  - ***There is more sunlight exposure at the southeast corner of the site into the proposed amenity space.***
- like the variety of materials proposed for the project; nice variations in building elevations;
  - ***Thank you.***
- the Chair noted the following comments submitted by Grant Brumpton: (i) the applicant should engage the services of (i) an arborist, and (ii) a geodetic engineer to determine whether permeable paving would be appropriate for the subject site;
  - ***Permeable pavers proposed in the drive aisle, visitor parking and walkways. No permeable pavers are located adjacent to trees. Usage of permeable pavers similar to adjacent townhouse development to the south.***
- children may like the proposed location for the outdoor amenity space due to the presence of trees; a more central location might give rise to vehicular traffic safety concerns;
  - ***We concur.***
- the applicant should improve the visibility of the outdoor amenity space from the adjacent townhouse units in the subject development;
  - ***Additional windows added to the east elevation of Building 1 (2 on ground floor, 1 on second floor).***
- it is difficult to respond to the proposed design of the project due to the lack of information regarding the future development to the north of the subject site;
  - ***We concur.***
- look at opportunities to widen the pedestrian walkway and consider articulating its corners; need to be defined as an entrance to the internal drive aisle;
  - ***Landscaping enhanced, 5'-0" walkway bordered by an evergreen hedge and vertical trellis posts with vines in 4 locations.***

- creating a synergy or balance for all the proposed amenities, i.e. recycling, garbage, mail and outdoor amenity space would be difficult to achieve in this project; and
  - *Location of amenity space takes advantage of the sunlight.*
  - *Location of recycling/garbage enclosure appropriate for this small site.*
- appreciate the landscape treatment, particularly the layers created along No. 3 Road.
  - *Thank you.*

#### **Panel Decision**

It was moved and seconded

*That DP 13-646028 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel, in particular the Panel's recommendation to improve the visibility of the outdoor amenity space from the adjacent townhouse units in the subject development.*

**CARRIED**



# City of Richmond

## Development Permit

No. DP 13-646028

To the Holder: Sandhill Homes Ltd.

Property Address: 9080 No. 3 Road

Address: c/o Sandhill Development Ltd.  
228 – 11020 No. 5 Road  
Richmond, BC V7A 4E7

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
  - a) Reduce the minimum lot width on major arterial road from 50.0 m to 43.3 m;
  - b) Reduce the front yard setback to Unit A at the southwest corner of the site from 6.0 m to 5.18 m;
  - c) Increase the rate of tandem parking spaces from 50% to 67% to allow a total of sixteen (16) tandem parking spaces in eight (8) three-storey townhouse units; and
  - d) Replace three (3) standard residential parking stalls with small car stalls; one (1) in each of the side-by-side double car garages.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #4 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$101,386.67 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.

**Development Permit**  
No. DP 13-646028

To the Holder: Sandhill Homes Ltd.  
Property Address: 9080 No. 3 Road  
Address: c/o Sandhill Development Ltd.  
228 – 11020 No. 5 Road  
Richmond, BC V7A 4E7

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7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.
8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.  
DAY OF , .

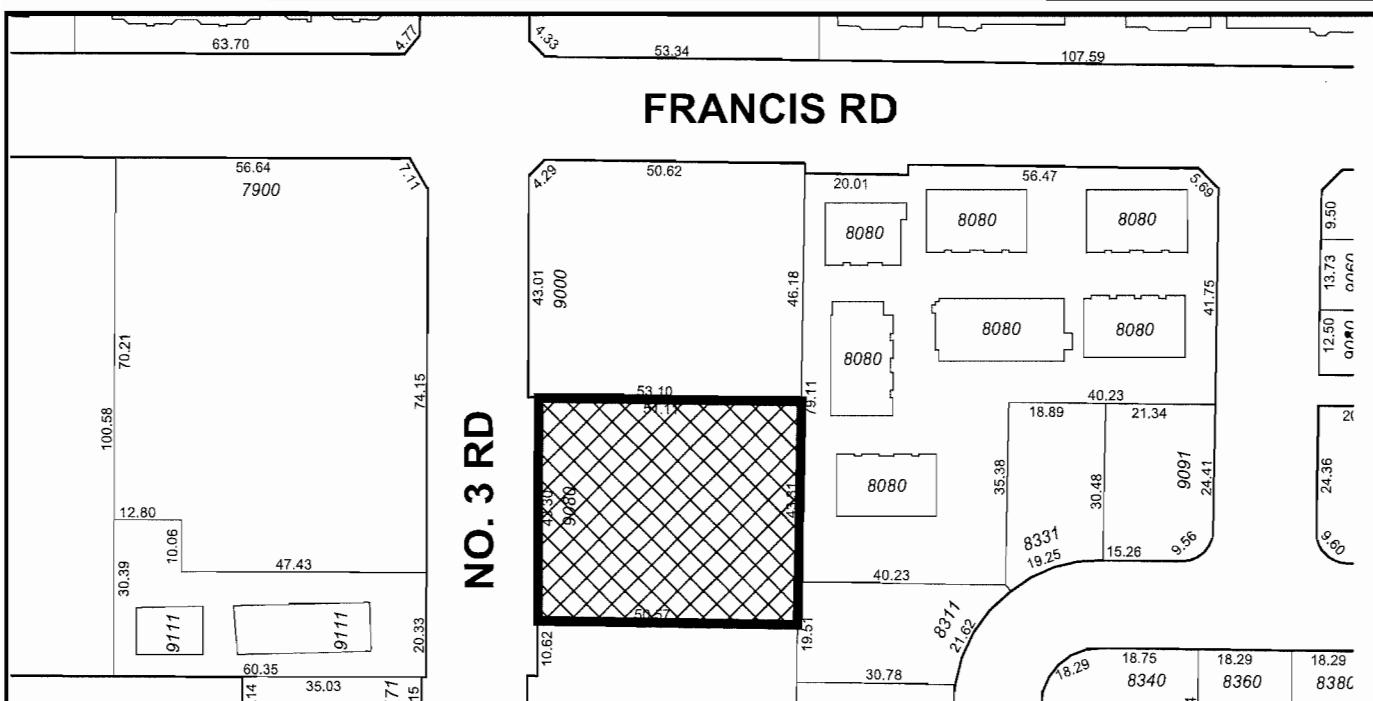
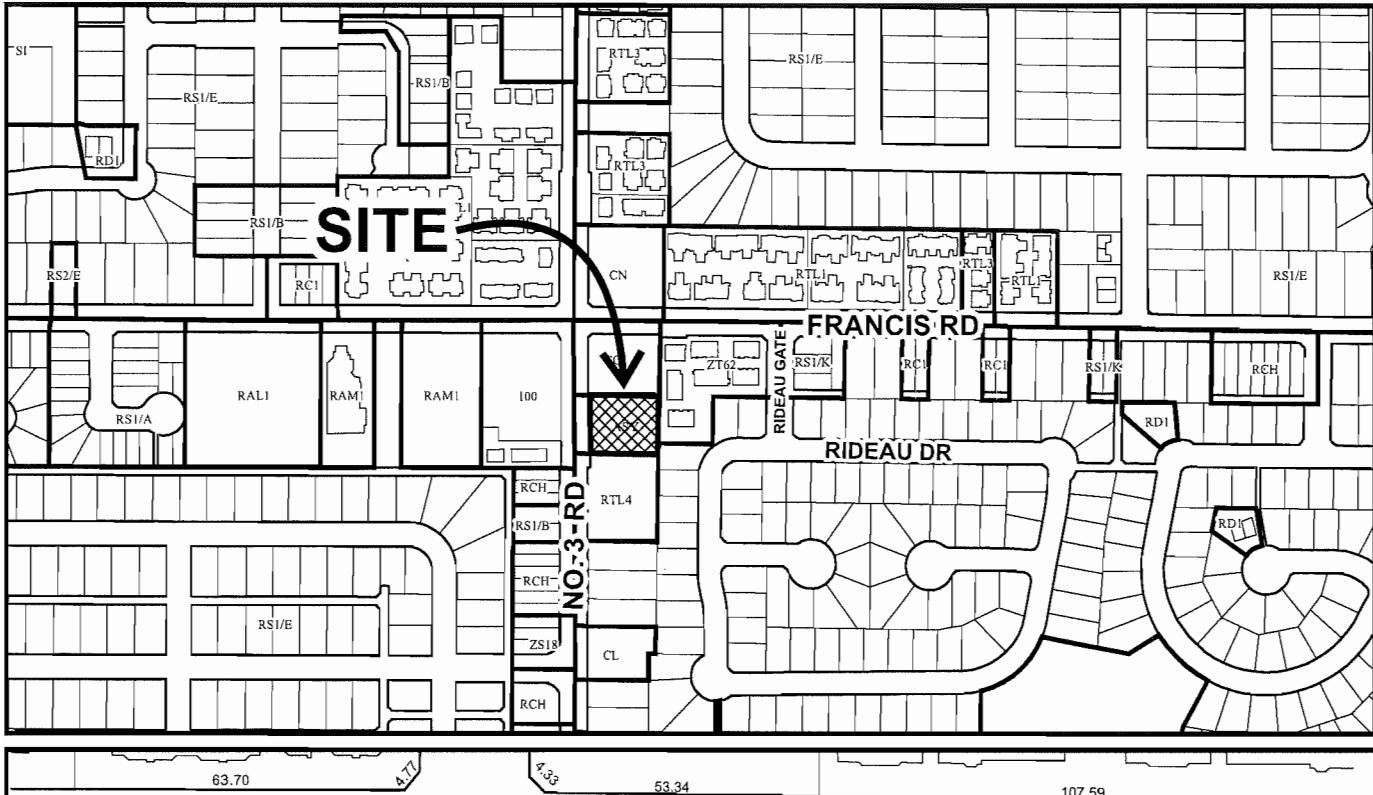
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



# City of Richmond



	<b>DP 13-646028</b> <b>Schedule "A"</b>	Original Date: 09/30/13 Revision Date: 08/14/14 Note: Dimensions are in METRES
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SUBJECT SITE:  
9030 NO. 3 ROAD

## CONTEXT PLAN N.T.S.

### ADDITIONAL NOTES:

- ONE CONVERTIBLE UNIT PROVIDED - UNIT A IN BUILDING 4
- AGING IN PLACE FEATURES (TO BE PROVIDED IN ALL UNITS):
  - SOLID BLOCKING IN WASHROOM WALLS TO FACILITATE FUTURE GRAB BAR INSTALLATION
  - LEVER-TYPE HANDLES FOR PLUMBING AND DOOR HANDLES
- SUSTAINABILITY FEATURES (TO BE PROVIDED IN ALL UNITS):
  - DOUBLE GLAZED VINYL FRAMED WINDOW WITH E.G.LASS. (TYPE)
  - ENERGY STAR APPLIANCES AND LOW FLOW FIXTURES
  - ELECTRICAL HEAT/INDIVIDUAL THERMOSTATS FOR EACH ROOM

### STATISTICS:

CIVIC ADDRESS: 9030 NO. 3 ROAD  
LEGAL DESCRIPTION:

ZONING: RTM2

LOT AREA: 23,700 SQ.FT. (2,202 SQ.M.)

MAX. LOT COVERAGE: 23,700 SQ.FT. x 40% = 9,480 SQ.FT.

PROPOSED:	8663.7 SQ.FT. (BUILDINGS)
	600.0 SQ.FT. (PORCHES & BALCONIES)
TOTAL	9407.7 SQ.FT. (39.7%)

MAX. BUILDING HEIGHT:  
PROPOSED : 12.0 M (THREE STOREYS)  
11.3 M (THREE STOREYS)

### F.A.R.:

MAX. ALLOWED FLOOR AREA: 23,700 SQ.FT. x 65% = 15,405.0 SQ.FT.  
MAX. ALLOWED GARAGE AREA: 538.2 SQ.FT. x 12 UNITS = 6,458.4 SQ.FT.  
MAX. ALLOWED PORCH AREA: 500.5 SQ.FT.

### PROPOSED FLOOR AREA:

GROSS AREA:		STAIR (EXCL.)* NET AREA:		GARAGE AREA:		PORCH AREA:	
UNIT-A (3 BRS)	1754.25 SQ.FT.	92.45 SQ.FT.	1297.65 SQ.FT. x	1 UNIT	= 1297.65 SQ.FT.	= 364.25 SQ.FT.	= 46.95 SQ.FT.
UNIT-Aa (3 BRS)	1548.6 SQ.FT.	92.45 SQ.FT.	1110.5 SQ.FT. x	1 UNIT	= 1110.55 SQ.FT.	= 345.75 SQ.FT.	= 41.55 SQ.FT.
UNIT-B (3 BRS)	1805.5 SQ.FT.	148.05 SQ.FT.	148.05 SQ.FT. x	2 UNITS	= 2908.0 SQ.FT.	= 503.55 SQ.FT.	= 40.25 SQ.FT.
UNIT-Ba (3 BRS)	1914.25 SQ.FT.	148.05 SQ.FT.	1247.65 SQ.FT. x	1 UNIT	= 1247.65 SQ.FT.	= 518.75 SQ.FT.	= 18.05 SQ.FT.
UNIT-B1 (3 BRS)	1845.05 SQ.FT.	145.95 SQ.FT.	1195.65 SQ.FT. x	1 UNIT	= 1195.65 SQ.FT.	= 503.55 SQ.FT.	= 45.85 SQ.FT.
UNIT-B1a (3 BRS)	1921.05 SQ.FT.	145.95 SQ.FT.	1253.65 SQ.FT. x	1 UNIT	= 1253.65 SQ.FT.	= 521.35 SQ.FT.	= 18.05 SQ.FT.
UNIT-B2 (3 BRS)	1845.05 SQ.FT.	145.95 SQ.FT.	1195.65 SQ.FT. x	1 UNIT	= 1195.65 SQ.FT.	= 503.55 SQ.FT.	= 45.85 SQ.FT.
UNIT-B3 (3 BRS)	1938.75 SQ.FT.	145.95 SQ.FT.	1278.95 SQ.FT. x	1 UNIT	= 1278.95 SQ.FT.	= 513.95 SQ.FT.	= 18.05 SQ.FT.
UNIT-B4 (3 BRS)	1939.25 SQ.FT.	148.05 SQ.FT.	1271.55 SQ.FT. x	1 UNIT	= 1271.55 SQ.FT.	= 518.75 SQ.FT.	= 18.05 SQ.FT.
UNIT-C (4 BRS)	1929.85 SQ.FT.	90.85 SQ.FT.	1473.25 SQ.FT. x	1 UNIT	= 1473.25 SQ.FT.	= 365.85 SQ.FT.	= 18.05 SQ.FT.
UNIT-Ca (4 BRS)	2000.65 SQ.FT.	90.85 SQ.FT.	1859.15 SQ.FT. x	1 UNIT	= 1859.15 SQ.FT.	= 360.75 SQ.FT.	= 50.05 SQ.FT.
TOTAL			12 UNITS =	15191.35 SQ.FT. (64.1%)	= 5613.05 SQ.FT.	= 400.55 SQ.FT.	

ADDITIONAL AREA :

CARDBOARD/RECYCL. ROOM :	144.0 SQ.FT.	= 1 ROOM	= 144.0 SQ.FT.
ELEC. ROOMS :	59.9 SQ.FT.	= 1 ROOM	= 59.55 SQ.FT.

TOTAL

= 153394.85 SQ.FT. (65.07%)

### PARKING:

REQUIRED:	2.0 SPACES x 12 UNITS	= 24 SPACES (RESIDENTS)
	0.2 SPACES x 12 UNITS	= 2.4 SPACES
TOTAL		= 26.4 SPACES

PROVIDED:	2 CAR GARAGES x 12 UNITS	= 24 SPACES (RESIDENTS)
	OPEN VISTORS PARKING	= 4 SPACES (VISITORS)
TOTAL		= 28 SPACES

NOTE: 1 ACCESSIBLE PARKING SPACE IS PROVIDED.

REQUIRED BICYCLE :	125 SPACES x 12 UNITS	= 15 SPACES (CLASS 1)
	0.25 SPACES x 12 UNITS	= 2.4 SPACES (CLASS 2)
TOTAL		= 17.4 SPACES
		= 17.4 SPACES
PROVIDED BICYCLE :	2 SPACES x 2 GARAGES	= 16 SPACES (CLASS 1)
	1 SPACE x 4 GARAGES	= 4 SPACES (CLASS 1)
	BICYCLE RACK	= 4 SPACES (CLASS 2)
TOTAL		= 24 SPACES

### AMENITY AREA:

REQUIRED	INDOOR	: MIN. 70 SQ.M. (763.5 SQ.FT.)
PROVIDED	INDOOR	: PAYMENT IN LIEU
	OUTDOOR	: 124.5 SQ.M. (1339.5 SQ.FT.)

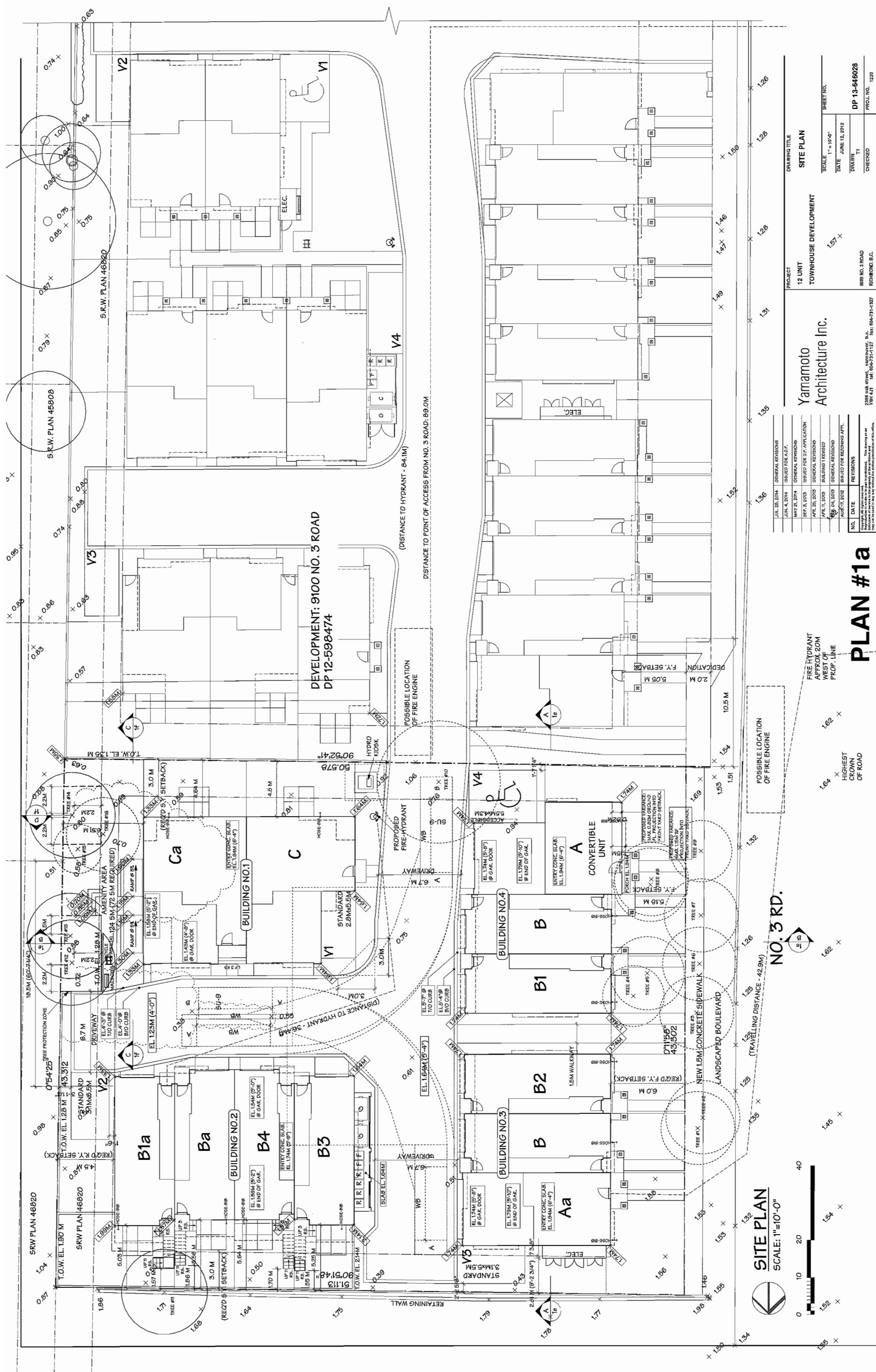
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MAY 21, 2014	MAY 21, 2014	GENERAL KEYSONS	GENERAL KEYSONS	GENERAL KEYSONS
SEP 3, 2013	SEP 3, 2013	SEARCH FOR J.J. PFLUEGER	SEARCH FOR J.J. PFLUEGER	SEARCH FOR J.J. PFLUEGER
APR 11, 2013	APR 11, 2013	BUILDING REVISIONS	BUILDING REVISIONS	BUILDING REVISIONS
FEB 04, 2013	FEB 04, 2013	GENERAL KEYSONS	GENERAL KEYSONS	GENERAL KEYSONS
AUG 17, 2012	AUG 17, 2012	SEARCH FOR ZONING APPL.	SEARCH FOR ZONING APPL.	SEARCH FOR ZONING APPL.
NO.:	DATE:	REVISIONS:	SCALE:	SHEET NO.
9030 NO. 3 ROAD	JUNE 12, 2012		1" = 0'-0"	1
RICHMOND, B.C.	DRAWN BY:			DP 13-646028
	CHECHED:			PROJ. NO. 1229

## PLAN #1

AUG 19 2014 DP 13-646028

AUG 19 2014 DP 13-646028

PLAN #1 a



SRW PLAN 46B20



LOT COVERAGE PLAN

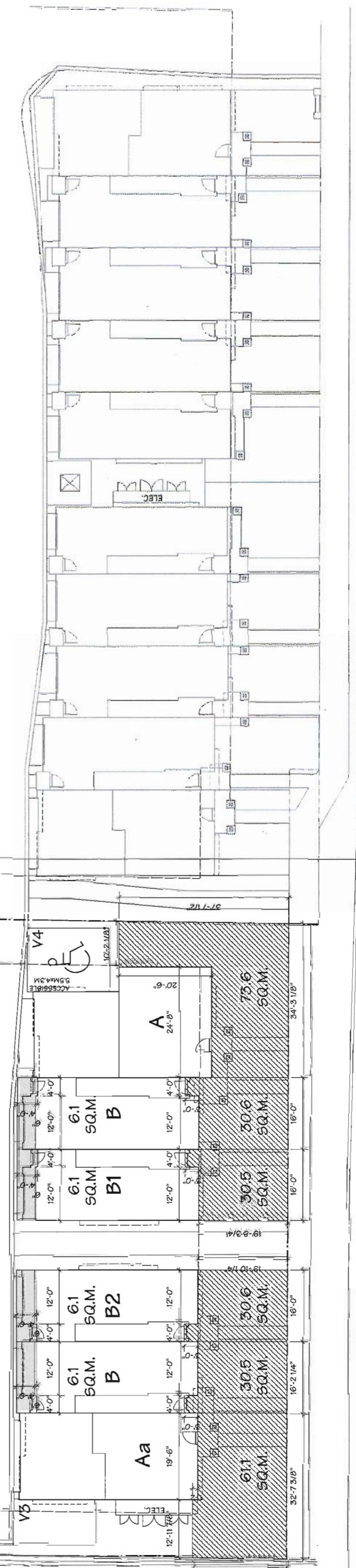
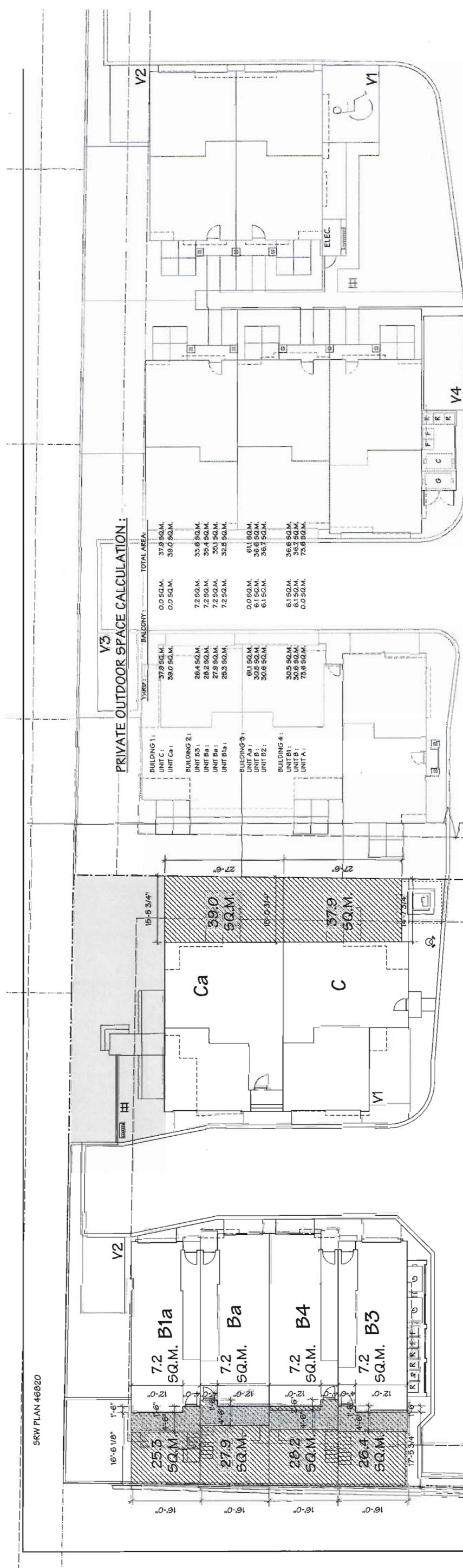
SCAI E: 1"=10'-0"



B1 AN #1b

AUG 19 2014

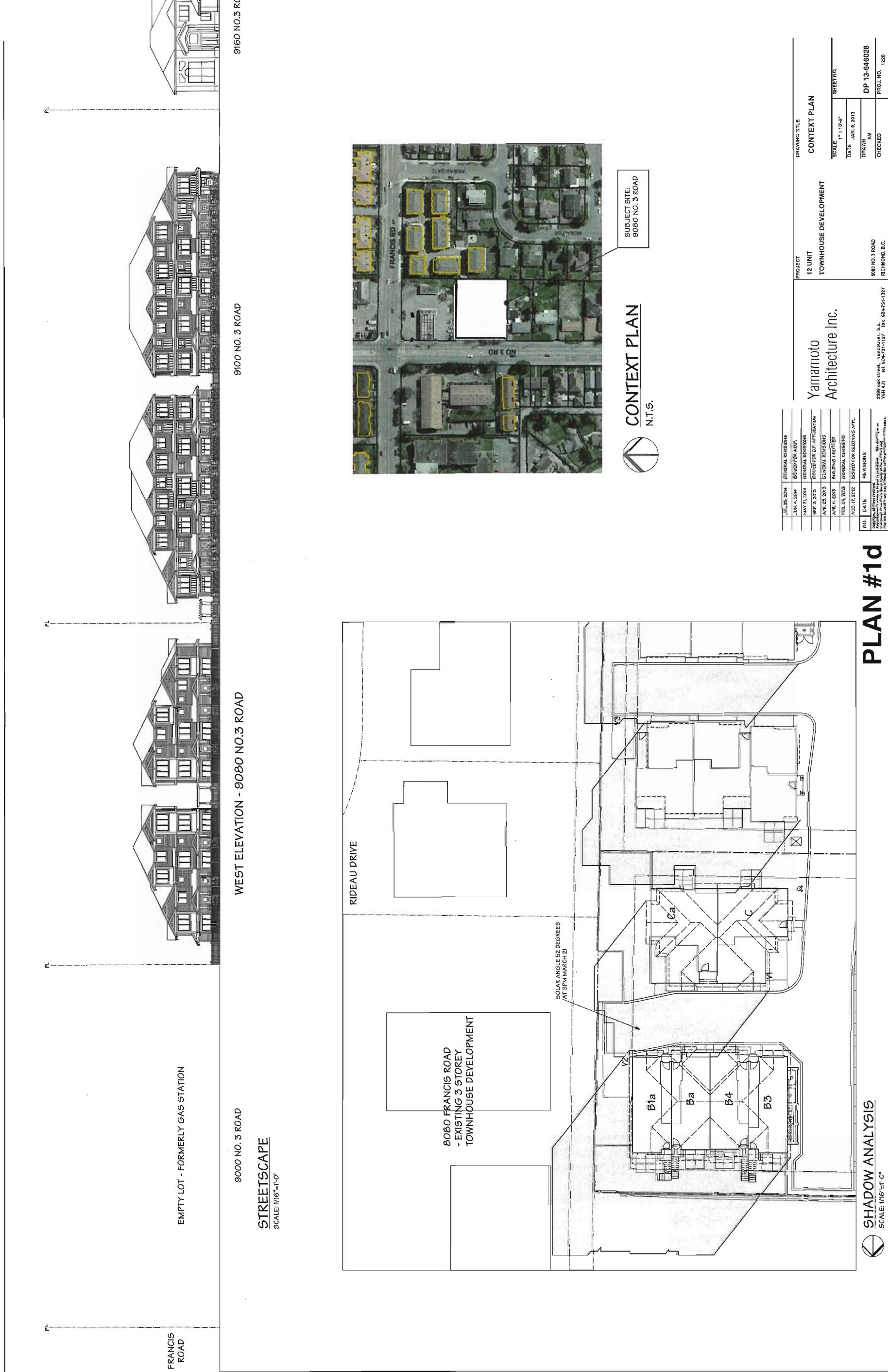
DP 13-646028



PROJECT		DRAWING TIME	
12 UNIT TOWNHOUSE DEVELOPMENT		PRIVATE OUTDOOR SPACE CALCULATION	
Yamamoto Architecture Inc.		SHEET NO.	
NO.:	PLAN #1C	DATE:	JAN. 9, 2013
INC.:	REVISIONS	DRAWN BY:	SPR '13
NO.:	DP 13-646028	CHECKED	PROJ. NO. 1220
Comments: All dimensions are in feet and inches. The drawing is not to scale. It is the responsibility of the user to verify all dimensions and data contained in this drawing. Any changes made to the drawing must be done by an authorized person.			

**DP 13-646028**

**AUG 19 2014**



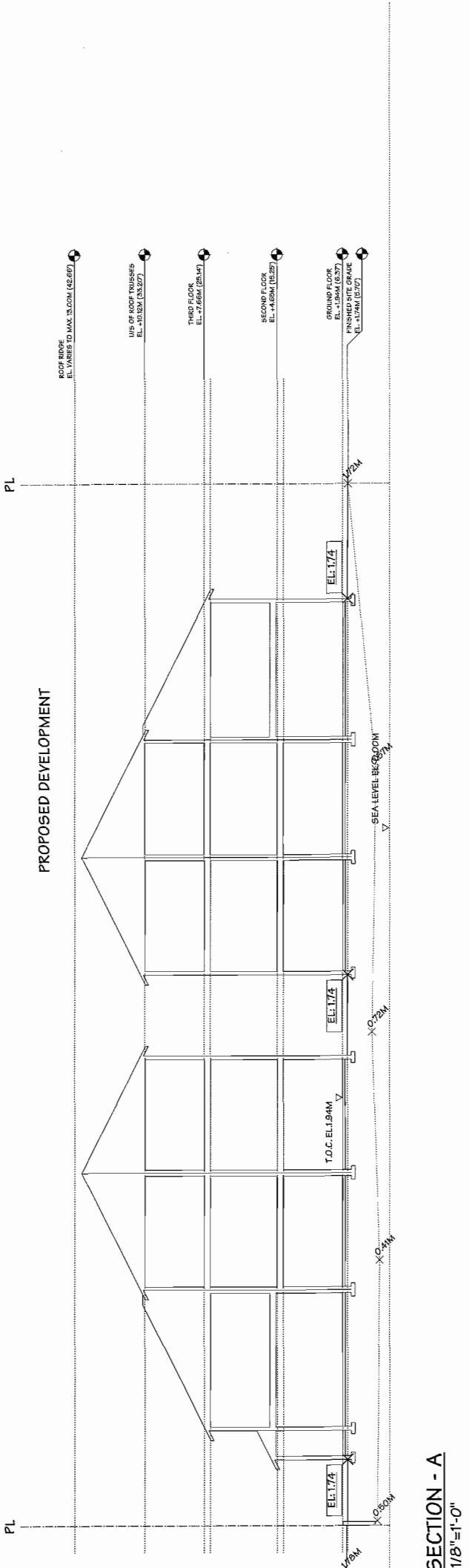
**DP 13-646028**

**AUG 19 2014**

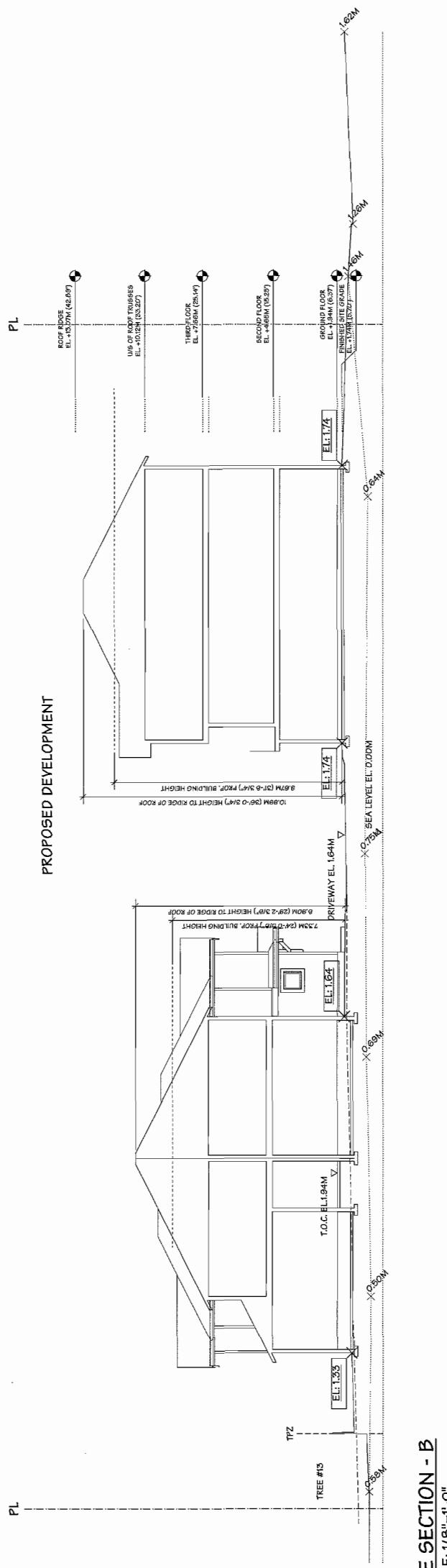
AUG 19 2014 DOP 13-646028

AUG 19 2014

PLAN #1e



SITE SECTION - A  
SCALE: 1/8" = 1'-0"



SITE SECTION - B

2388-  
VSH  
REVISIONS  
DATE  
INVC.  
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may not be used in any way without the written permission of this office.

DP 15-646028

AUG 19 2014

# PLAN #1f

AMENITY AREA

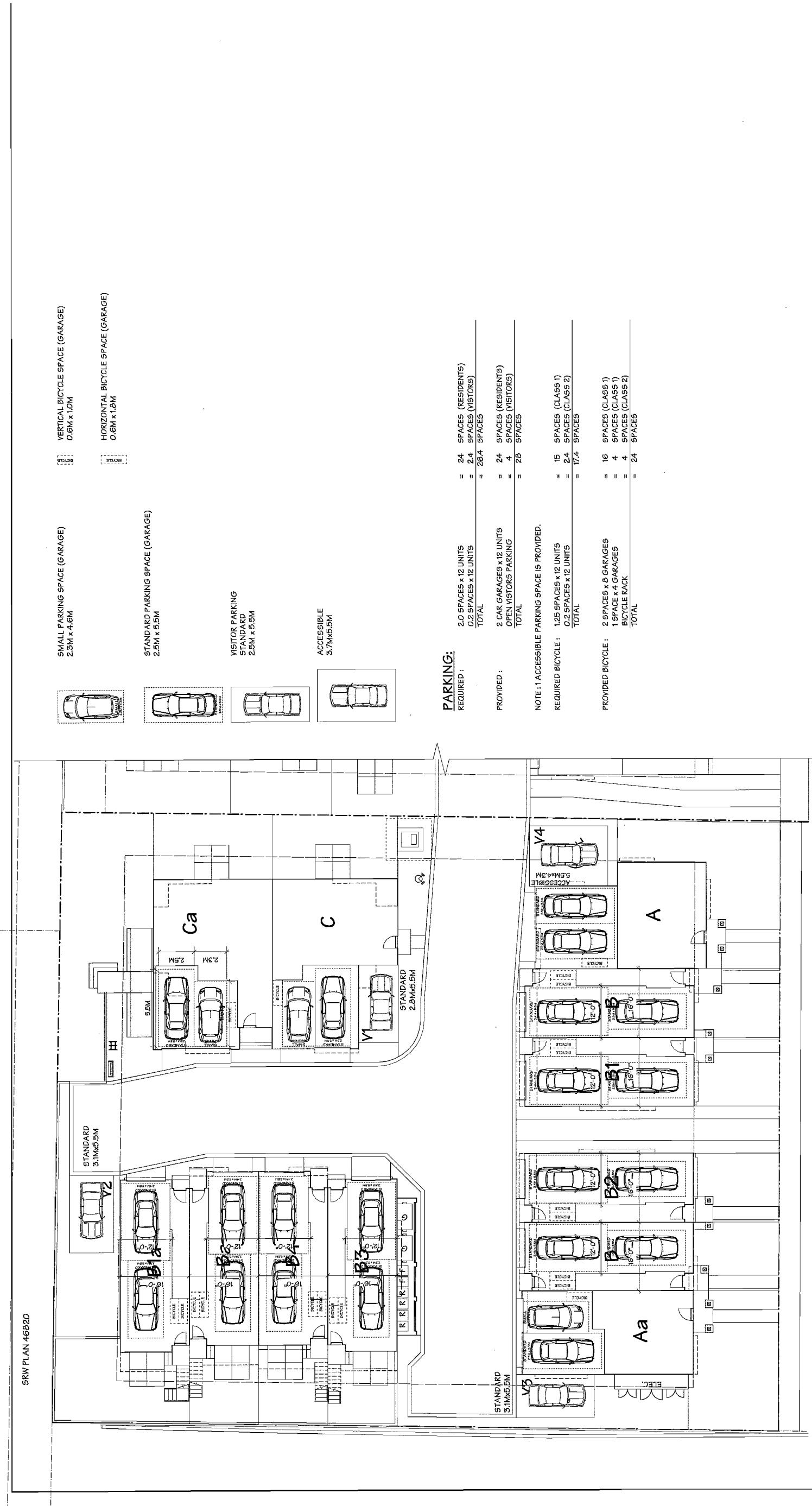
DRIVEWAY

AMENITY AREA

TOW. EL. 125M AT PL.

EL. 135

EL. 125



PARKING PLAN

4  
SCALE: 1" = 10'-0"

卷之三

NO. 3 RD.

NO.	DATE	REVISIONS
JUL. 22, 2014	GENERAL REVISIONS	
JUN. 4, 2014	ISSUED FOR A.D.P.	
MAY 21, 2014	GENERAL REVISIONS	
SEP. 23, 2013	ISSUED FOR 214 APPLICATION	
APR. 22, 2013	GENERAL REVISIONS	
APR. 11, 2013	BUILDING LICENSED	
FEB. 04, 2013	GENERAL REVISIONS	
AUG. 17, 2012	ISSUED FOR REZONING/APPL.	

TOWNHOUSE DEVELOPMENT		SCALE 1" = 10'-0"	SHEET NO. 1
DATE	JAN. 6, 2013	DATE	DP 13-646028
DRAWN		DRAWN	PROJ. NO. 1220
TY		TY	
CHECKED		CHECKED	
9830 93RD ROAD	RICHMOND, B.C.		
9830 93RD ROAD	RICHMOND, B.C.		
VANCOUVER, B.C.	VANCOUVER, B.C.		
604-731-1127	604-731-1127		
FAX: 604-731-1327	FAX: 604-731-1327		

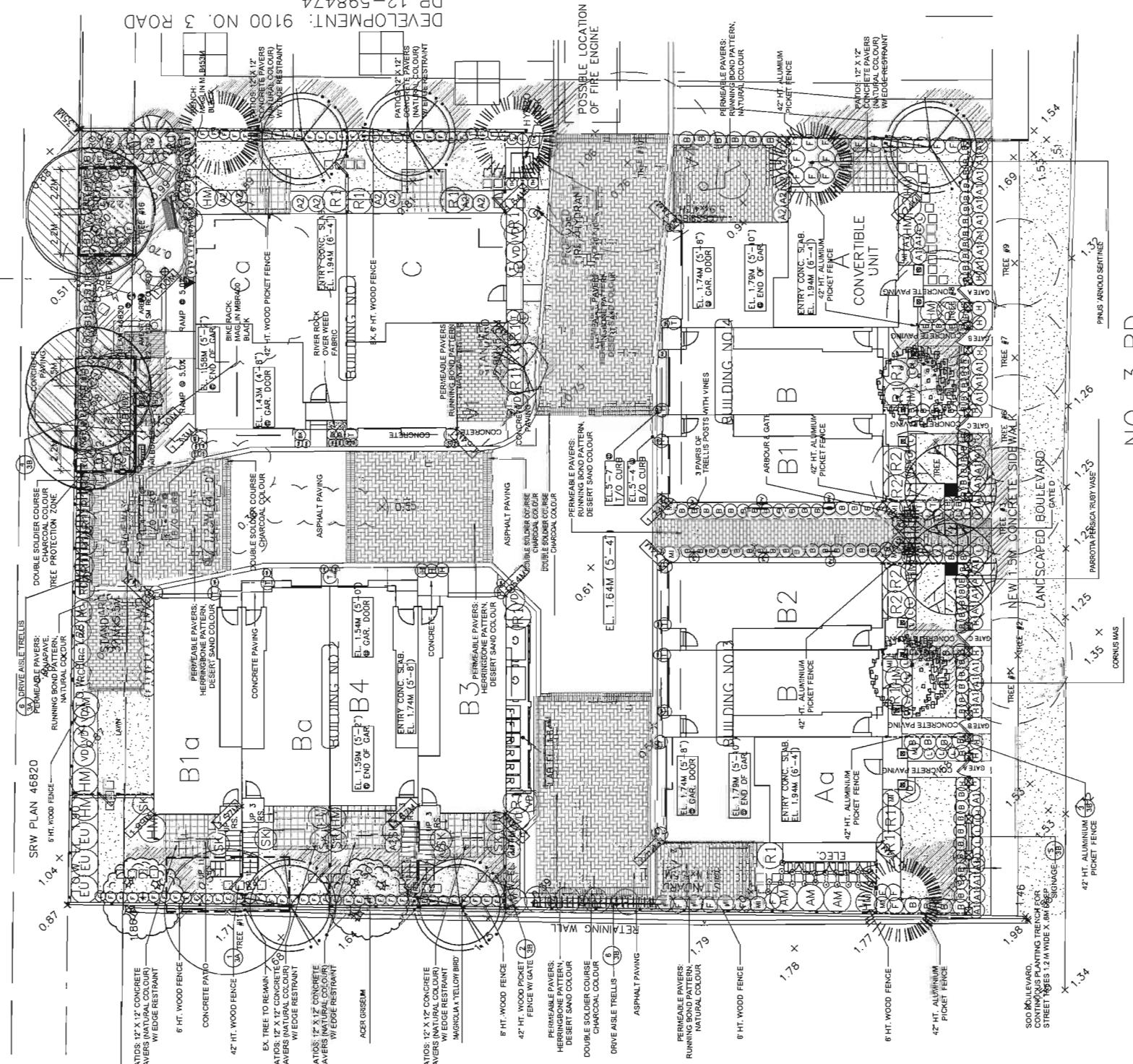
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AUG 19 2014

DP 13-646028



DP 12-598474



OF 6

13-012 P MNG PROJECT NUMBER: 13012-13ZJP

AUG 19 2014 DP 13-646028









## BIKE RACK



BENCH



THE INFLUENCE OF THE ENVIRONMENT ON CHILD LANGUAGE



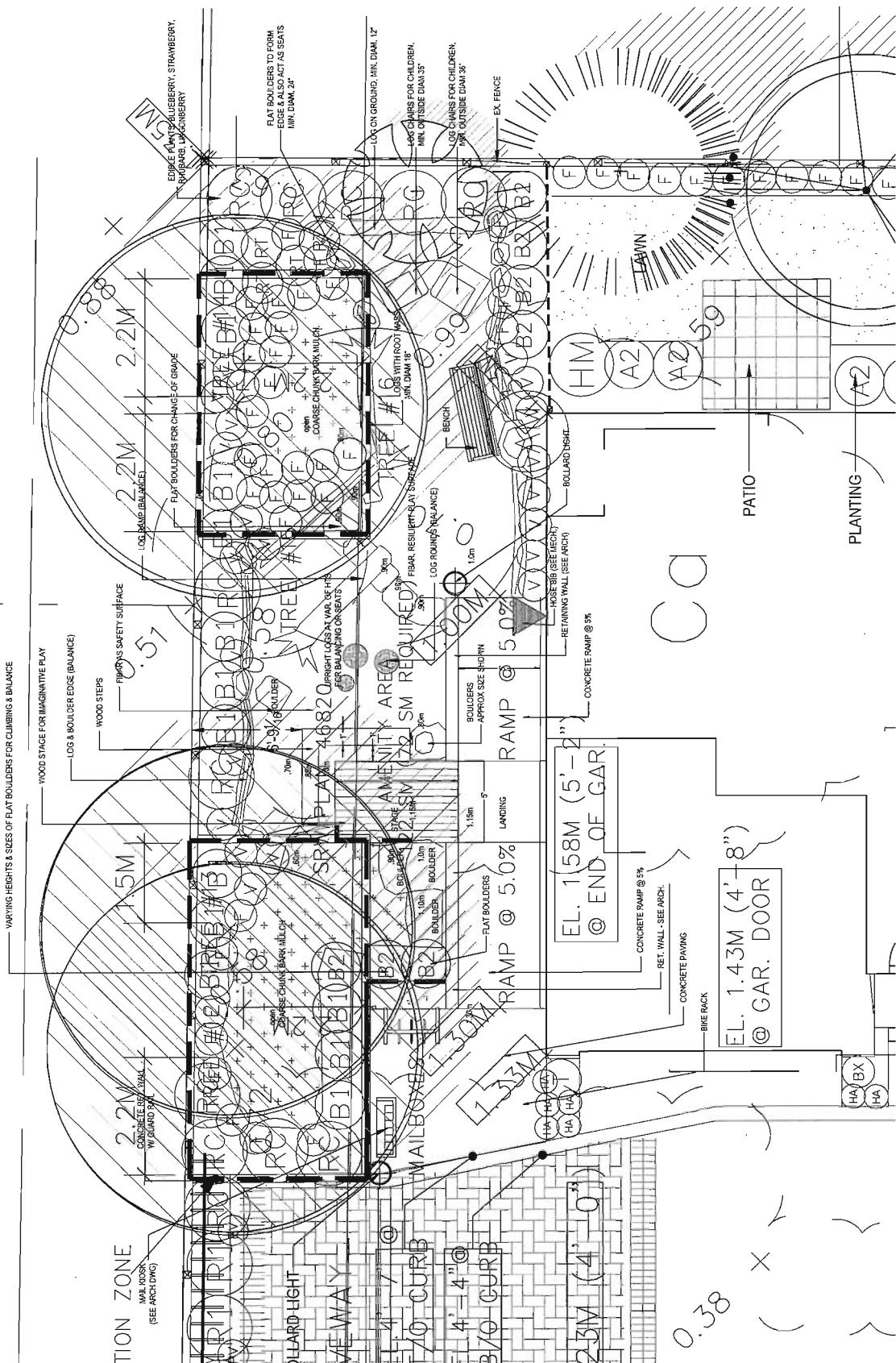
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卷之三



III. PRESENTATION



AMENITY AREA - CHILDREN'S PLAY AREA

**PROJECT:**  
**TOWNHOUSE DEV.**  
9080 NO. 3 RD.  
RICHMOND, B.C.

PROJECT:  
**TOWN**  
9080 NO  
RICHMO

DRAWING TITLE:  
**LANDSCAPE  
PLAN**

DRAWING TITLE:  
**LANDSCAPE  
PLAN**

DATE: 13 JAN 29 DRAWING NUMBER: 3E  
 SCALE: 1/4"=1'-0"  
 DRAWN: MAA

DATE: 11-14-04  
SCALE: 1:1  
DRAWN:

13-012 PNC PROJECT NUMBER:

PMG PROJECT



DP 13-646028

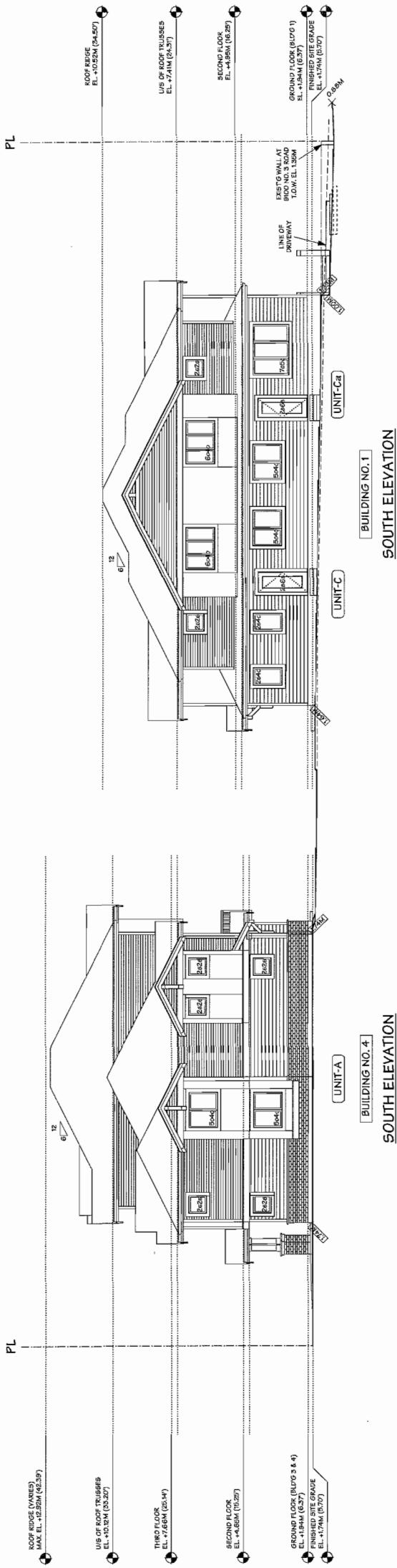
AUG 19 2014

PLAN #4

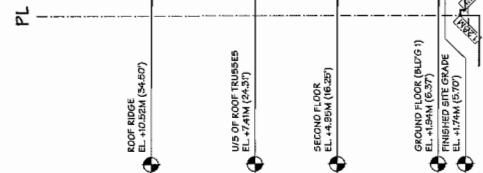
DP 13-646028

AUG 19 2014

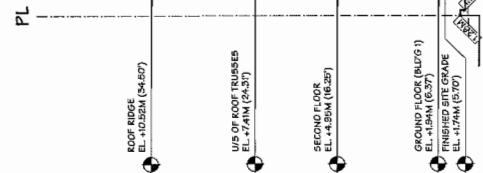
# PLAN #5



PL



PL



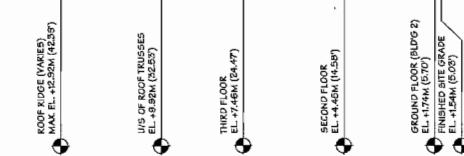
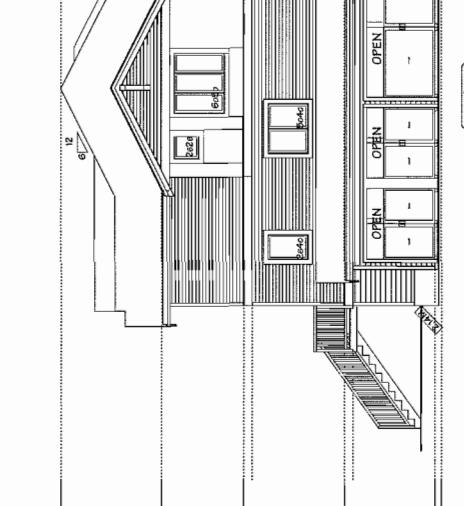
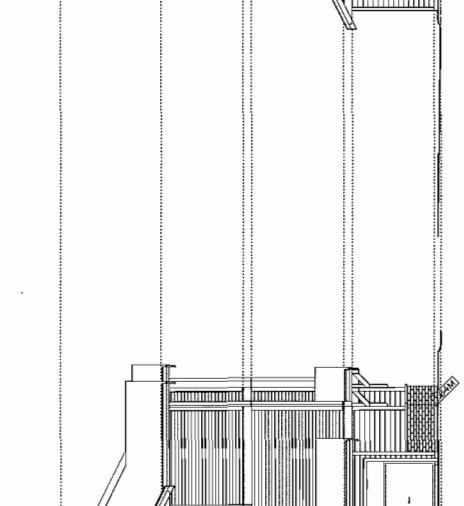
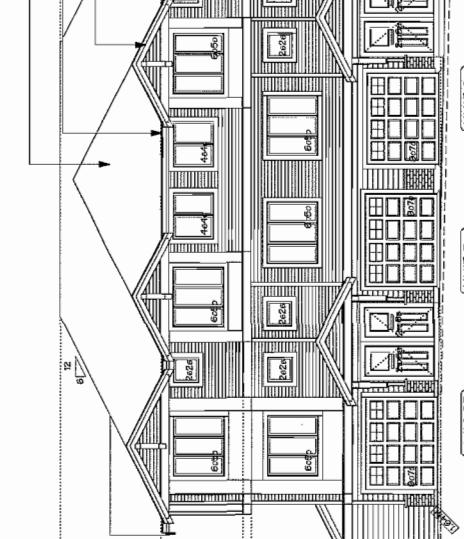
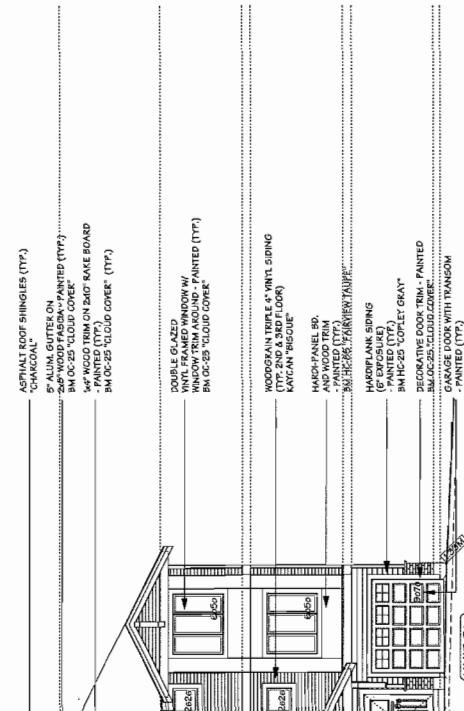
JUL 25, 2014	GENERAL REVISIONS
JUN 4, 2014	ISSUED FOR A.D.T.
JUN 21, 2014	GENERAL REVISIONS
JUL 5, 2015	ISSUED FOR D.F. APPLICATION
JULY 25, 2015	GENERAL REVISIONS
FEB. 24, 2015	GENERAL REVISIONS
NO. DATE	REVISIONS
	CONSULTANT

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PROJECT  
12 UNIT TOWNHOUSE  
DEVELOPMENT

Yamamoto  
Architecture Inc.

SCALE 1" = 1'-0"	SHEET NO.
JULY 9, 2013	
DRAWN MM	PROJ. NO. 1220
CHECHED	DP 13-646028



BUILDING NO. 2  
WEST ELEVATION

BUILDING NO. 2  
SOUTH ELEVATION

PLAN #5

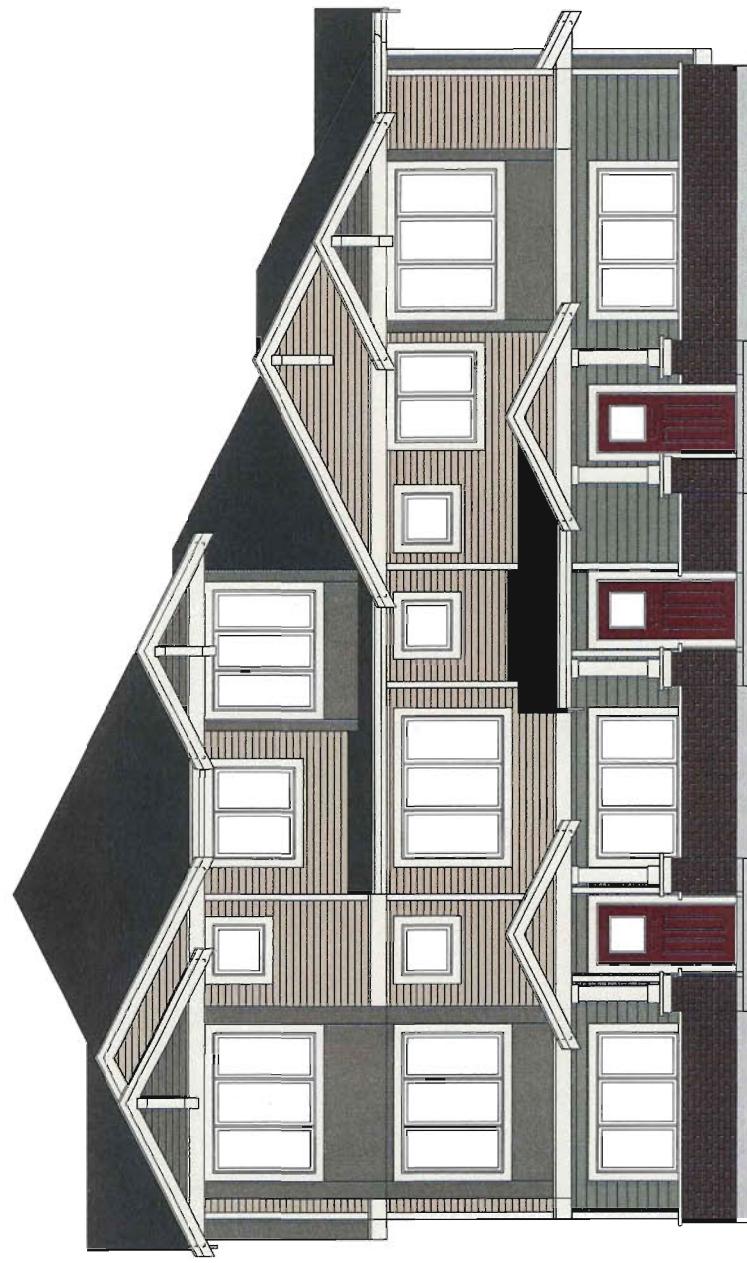
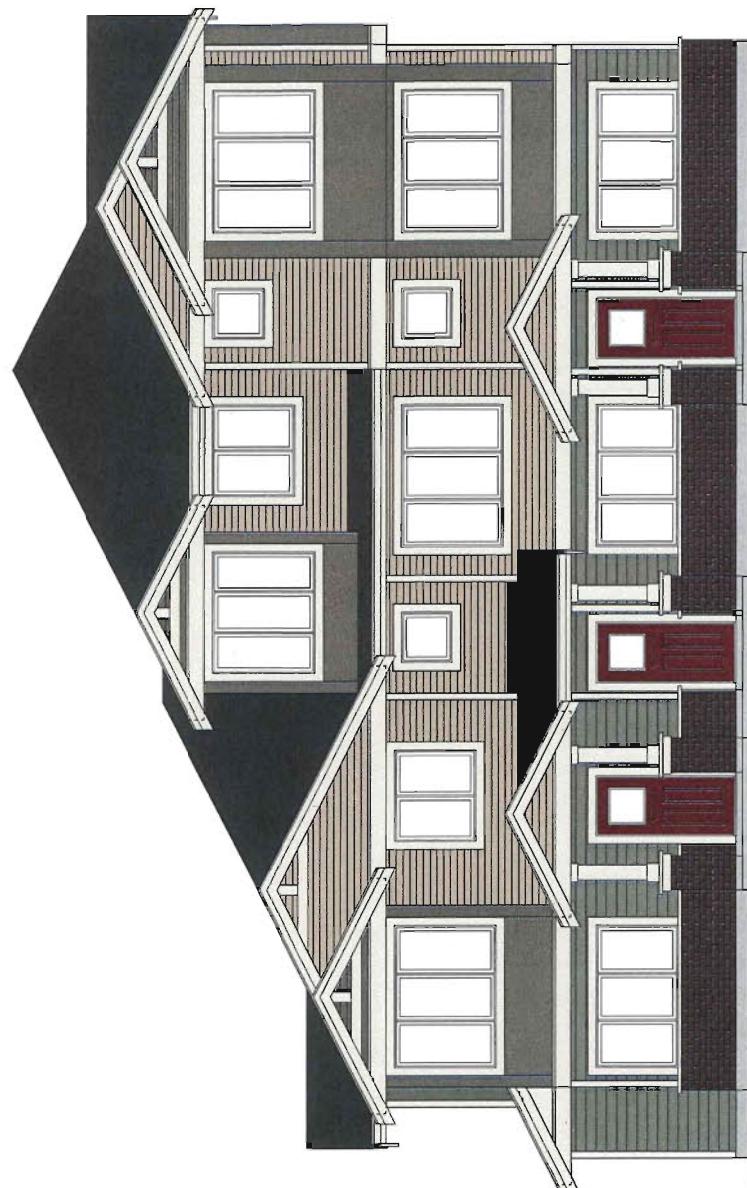
PLAN #5



DP 13-646028 PLAN #6A

AUG 19 2014

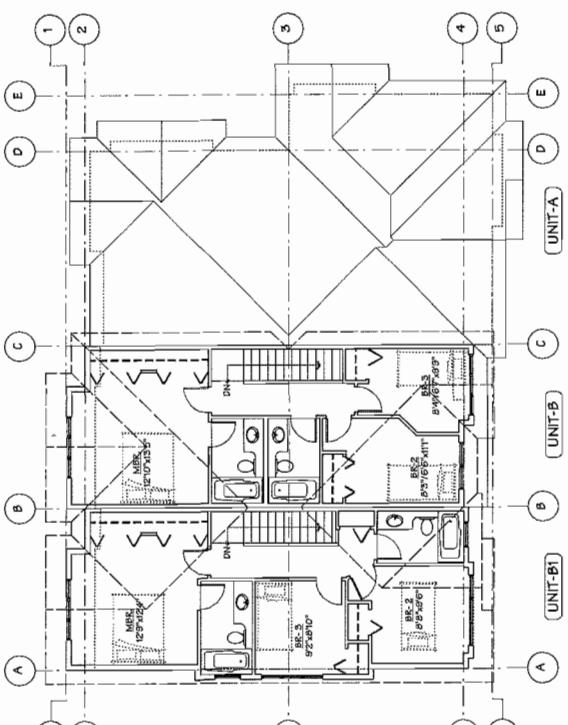
STREETSCAPE - NO. 3 ROAD (WEST ELEVATION)



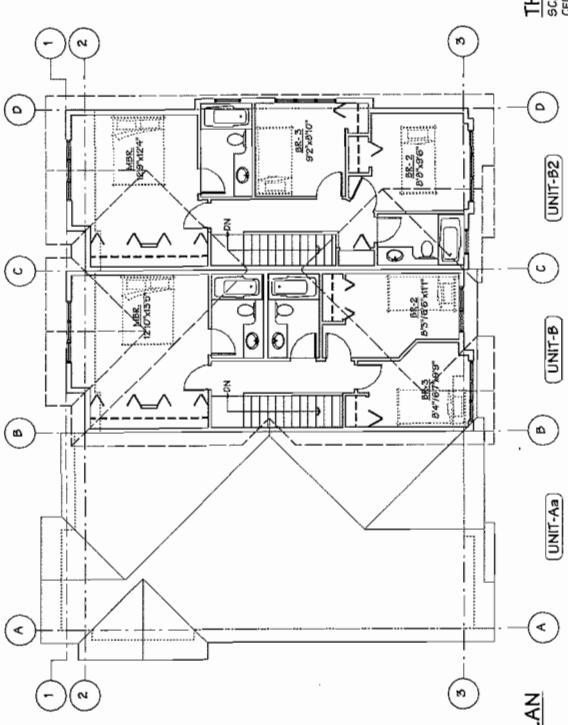


**AGING IN PLACE FEATURES**  
**(TO BE PROVIDED IN ALL UNITS):**  
 - SOLID BLOCKING IN WASHROOM WALLS TO FACILITATE FUTURE  
 ELECTRICAL HANDLES FOR PLUMBING AND DOOR HANDLES

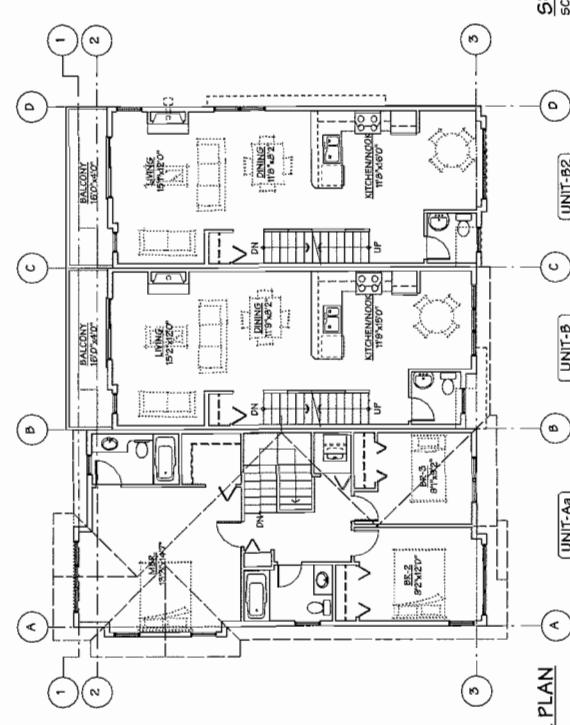
**SUSTAINABILITY FEATURES**  
**(TO BE PROVIDED IN ALL UNITS):**  
 - DOUBLE GLAZED VINYL FRAMED WINDOW, WOOD & GLASS (W&G)  
 - ENERGY STAR APPLIANCES AND LOW FLOW FIXTURES  
 - ELECTRICAL HEAT/MODULAR THERMOSTATS FOR EACH ROOM



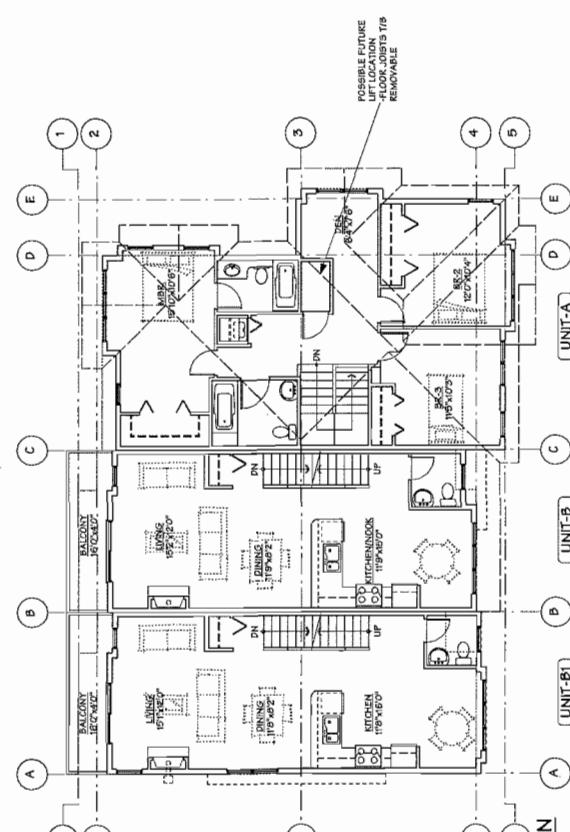
THIRD FLOOR PLAN  
SCALE: 1/8" = 1'-0"  
CEIL. HT.: 10'-0"



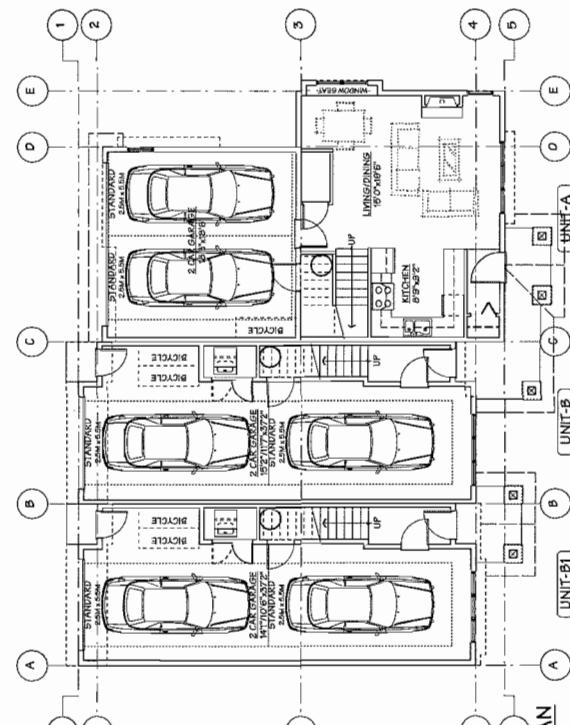
SECOND FLOOR PLAN  
SCALE: 1/8" = 1'-0"  
CEIL. HT.: 10'-0"



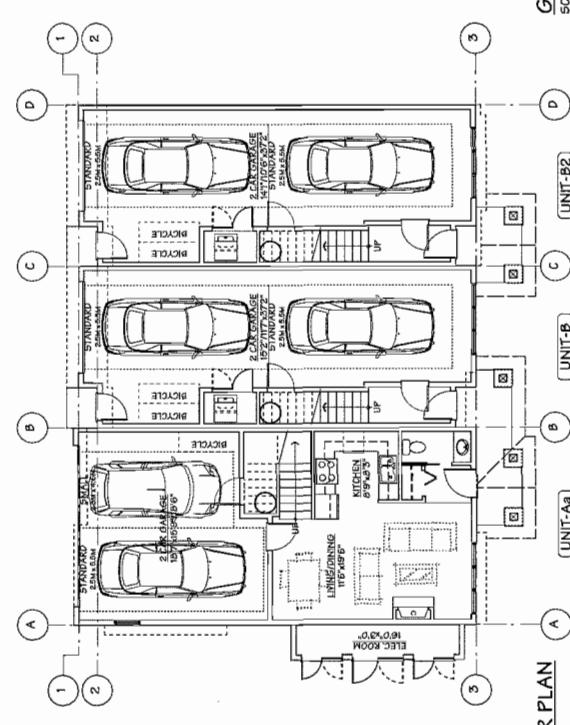
SECOND FLOOR PLAN  
SCALE: 1/8" = 1'-0"  
CEIL. HT.: 10'-0"



SECOND FLOOR PLAN  
SCALE: 1/8" = 1'-0"  
CEIL. HT.: 10'-0"



GROUND FLOOR PLAN  
SCALE: 1/8" = 1'-0"  
CEIL. HT.: 10'-0"



GROUND FLOOR PLAN  
SCALE: 1/8" = 1'-0"  
CEIL. HT.: 10'-0"

JUL. 25, 2014	GENERAL REVISIONS
JUN. 4, 2014	ISSUED FOR A.O.P.
MAY 21, 2014	GENERAL REVISIONS
SEP. 5, 2013	ISSUED FOR D.A. APPLICATION
APR. 25, 2013	GENERAL REVISIONS
FEA. 04, 2013	GENERAL REVISIONS
NO. DATE	REVISIONS

CONSULTANT

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PROJECT

12 UNIT TOWNHOUSE  
DEVELOPMENT

9030 NO.3 ROAD  
RICHMOND, B.C.

Yamamoto  
Architecture Inc.

2385 Oak Street, Vancouver, B.C.  
V8H 4L1 Tel: 604-731-1127 Fax: 604-731-1227  
DRAWING TITLE  
FLOOR PLANS

REFERENCE PLAN

PLAN #8

BUILDING NO. 4

GROUND FLOOR PLAN  
SCALE: 1/8" = 1'-0"  
CEIL. HT.: 10'-0"

BUILDING NO. 3

GROUND FLOOR PLAN  
SCALE: 1/8" = 1'-0"  
CEIL. HT.: 10'-0"

SCALE 1/8" = 1'-0"  
DATE JUN 8, 2013  
DRAWN KM  
CHECKED DP 13-646028  
PROJ. NO. 1220

DP 13-646028

AUG 19 2014





# City of Richmond

## Report to Development Permit Panel

**To:** Development Permit Panel

**Date:** August 25, 2014

**From:** Wayne Craig  
Director of Development

**File:** DV 14-665249

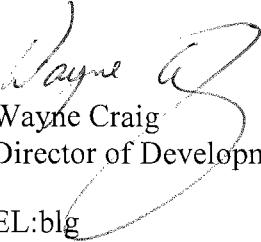
**Re:** Application by Priority Permits Ltd. for a Development Variance Permit at  
6951 Elmbridge Way

### Staff Recommendations

That a Development Permit be issued which would vary the provisions of Sign Bylaw No. 5560 to:

1. Allow facia, canopy and projecting signs for the commercial uses in the development; and
2. Allow installation of two (2) additional freestanding signs along Elmbridge Way

for the existing mixed-use building located at 6951 Elmbridge Way.

  
Wayne Craig

Director of Development

EL:blg  
Att.

## Staff Report

### Origin

Priority Permits Ltd. has applied to the City of Richmond on behalf of Onni Groups for a Development Variance Permit to allow the installation of canopy, facia, and projecting signs for the commercial uses in the mixed-use development at 6951 Elmbridge Way (Attachment 1), as well as to install an additional two (2) freestanding signs on site.

### Background

The Ora development (by Onni Group) at 6951 Elmbridge Way is a mixed-use project, on a site zoned “Residential/Limited Commercial (RCL3)”, incorporating three (3) towers of varying heights, 324 dwellings including 70 live/work dwellings and 20 low-end market rental units. The development also includes approximately 6,200 m<sup>2</sup> (67,000 ft<sup>2</sup>) of ground floor retail, and three (3) levels of parking (711 spaces).

Development surrounding the subject site is as follows:

- To the north, across River Road, is Richmond Oval and plaza zoned “High Rise Apartment and Olympic Oval (ZMU4)”;
- To the east, Hollybridge Way road right-of-way, which contains the existing roadway, a major City drainage canal, a natural area designated as a 5 m Riparian Management Area (RMA), and a row of “significant (heritage) trees” attributed to Samuel Brighouse. Beyond Hollybridge Way are the Richmond Winter Club and development sites zoned “Residential/Limited Commercial (RCL3)”;
- To the south, across Elmbridge Way, is the Work Safe BC facility zoned “Downtown Commercial (CDT1); and
- To the west, an existing light industrial/warehouse property, which is one of several that (like the subject site) front Elmbridge Way and back on to River Road (across from the Oval), zoned “Industrial Business Park (IB1)”.

### Staff Comments

#### Canopy, Facia, and Projecting Signs

As per Schedule ‘A’ of Sign Bylaw No. 5560, canopy, facia, and projecting signs are not permitted in standard and site specific mixed-use zones entitled “residential/limited commercial,” unless any specific regulations in the standard or site specific zone state otherwise. The “Residential/Limited Commercial (RCL3)” zone is such a zone. As no specific regulations related to permitted signage is included in the “Residential/Limited Commercial (RCL3)” zone, no canopy, facia, and projecting signs are permitted on the subject site.

The applicant is requesting a variance to allow canopy, facia, and projecting signs at the subject site, similar to other commercial areas. While commercial signs are not typically permitted in residential zones, the subject site has a significant commercial component and signage should be permitted for the commercial portion of the building. The intent of the mixed-use rezoning supported by Council was to have a functional level of commercial activity in support of the residential uses; and signage is a critical component of a business.

The developer has indicated that the lack of permitted commercial signage is proving to be a challenge for tenanting the commercial space, and the variance would allow the building to compete with other commercial areas.

An amendment to the Sign Bylaw No. 5560 and/or a Zoning Text Amendment to the “Residential/Limited Commercial (RCL3)” zone to allow signage for the commercial portion of a mixed-use development on sites under residential/limited commercial zone will be forwarded to Council for review and approval in the near future. However, for the subject development only, as the construction has already been completed and commercial tenants are moving into the retail space, the developer is requesting a variance at this time to resolve the signage issue. Typical design of the facia/projecting signs can be found in Attachment 2.

If the Development Variance Permit is issued, future tenants of the development will be able make Sign Permit applications for their businesses. All signs must conform to the City’s Sign Bylaw No. 5560, except for the provisions being varied by this Development Variance Permit. Sign regulations for the site will be:

- Canopy and facia signs are permitted on this site and shall be in area no greater than  $1\text{ m}^2$  ( $10.8\text{ ft}^2$ ) per metre (3.3 ft.) of wall length of the wall to which they are affixed, provided that the wall in question shall be limited to the business premises related to the sign, and subject to any specific regulations in the standard or site specific zone.
- Projecting signs are permitted on this site and shall be in area (including the area of all sides used as a sign) no greater than  $1\text{ m}^2$  ( $10.8\text{ ft}^2$ ) per metre (3.3 ft.) of wall length to which they are affixed, subject to any specific regulations in the standard or site specific zone.

#### Freestanding Signs

As per Schedule ‘A’, Part IV: FREESTANDING SIGNS (GENERAL) 1(b) of Sign Bylaw No. 5560, a maximum of two (2) freestanding signs are allowed on the development subject to:

- i. The maximum area as per Schedule ‘A’, Part IV: FREESTANDING SIGNS (GENERAL) 2(c) of the bylaw; and
- ii. The signs are situated not less than 30 m (98.4 ft.) apart.

The applicant is requesting a variance to allow an additional two (2) freestanding signs (for a total of 4) to be installed on site due to the unique shape of the building and the building location adjacent to the Hollybridge Canal. The Ora development is a fairly large development with a unique building having multiple angled elevations which face River Road, Hollybridge Way, and Elmbridge Way. The developer is proposing to install a 2.2 m tall freestanding sign on each of the street frontages as directional signage for the tenants on the street fronts (a total of 3 signs), as well as a 4.9 m tall freestanding sign at the southwest corner of the site (at the intersection of Hollybridge Way and Elmbridge Way) as a main site entry sign for anchor tenants (see location map in Attachment 3).

Sign Permits for two (2) of the 2.2 m tall freestanding signs has already been issued (design drawings can be found in Attachment 4). One of the signs is located along River Road and another one is located along Hollybridge Way, adjacent to the tower lobby. The developer is proposing to install a third 2.2 m tall freestanding sign on the subject site, along Elmbridge Way, adjacent to the rear lane that provides access to the parking garage. The primary function of these 2.2 m tall signs is to direct traffic to the commercial opportunities on various frontages of the site (see Plans #3 & #4).

Staff support the installation of this third 2.2 m tall freestanding sign based on the following:

- The development has commercial spaces fronting on all three (3) frontages.
- These three (3) freestanding signs are functional in guiding motorists and pedestrians to their intended destinations including parking.
- Directional signs, directing traffic to and from private property, are critical for this development since
  - parking entrance is from the back lane; and
  - some of the businesses along Hollybridge Way will not be clearly visible from the street as they are located along the elevated walkway of the development, behind the Hollybridge Canal Park on the west side of Hollybridge Way.
- One of these three (3) signs is located on the elevated walkway along Hollybridge Way, which will not be clearly visible from the street.
- These three (3) signs are not located within views of each other.
- The total combined area of all four (4) free standing signs is  $21.58 \text{ m}^2$ , which is less than half the maximum area for freestanding signs permitted in Sign Bylaw No. 5560 (i.e.,  $46 \text{ m}^2$ ).

The developer is also proposing to install a 4.9 m tall freestanding sign at the southwest corner of the site as a main site entry sign for anchor tenants (see Plans #1 & #2). This fourth sign is to be located approximately 18.3 m (within 30 m) from the 2.2 m tall freestanding sign located along Hollybridge Way, adjacent to the tower lobby on the elevated walkway of the development.

Staff support the installation of this fourth sign on the subject site based on the following:

- The Ora development is the first redevelopment in the Oval neighbourhood with a significant commercial component. Proper signage is vital to the success of the Ora retail space.
- The storefront along Hollybridge Way is setback considerably from the road and a City park has been built between the road and the development. Signage at a more prominent

- The proposed freestanding sign is to be located outside of the 7.5 m x 7.5 m Sight Triangle (ST) at the intersection of Hollybridge Way and Elmbridge Way; therefore, corner visibility for drivers will be maintained.
- The proposed freestanding sign is to be located approximately 9.3 m from the closest bylaw-sized trees (a 50 cm calliper Sequoia tree); no impact to the tree is envisioned.
- The total combined area of all four (4) free standing signs is 21.58 m<sup>2</sup>, which is less than half the maximum area for freestanding signs permitted in Sign Bylaw No. 5560 (i.e., 46 m<sup>2</sup>).

It is noted that the proposed 4.9 m tall freestanding sign will be located within a statutory right-of-way (SRW) registered on site. This SRW was provided by the developer, at the time of rezoning, for the retention of existing trees and their incorporation into the adjacent Hollybridge Canal Park. Parks Services staff have reviewed the proposal and have no concerns. The developer has agreed to provide a voluntary contribution of \$25,000 towards public open space improvements in the surrounding area as “compensation” for allowing a freestanding sign to be located within the park SRW.

Prior to Sign Permit and Building Permit issuance, amendment to the SRW and/or registration of other legal agreements or measures, as determined to the satisfaction of the Senior Manager of Parks Services, is required. The City may imposes requirements, restrictions, or conditions in regard to the freestanding sign (i.e., how long sign permitted, size, colour, lit or not lit, location, maintenance, repair, relocation, etc.). These conditions will be determined by Parks Department, and staff in Development Applications will ensure that the signage conforms to these requirements.

### **Conclusions**

Staff support the variance to the Sign Bylaw as requested.

J : R/KC.  
J : Edwin Lee  
Planning Technician-Design  
(604-276-4121)

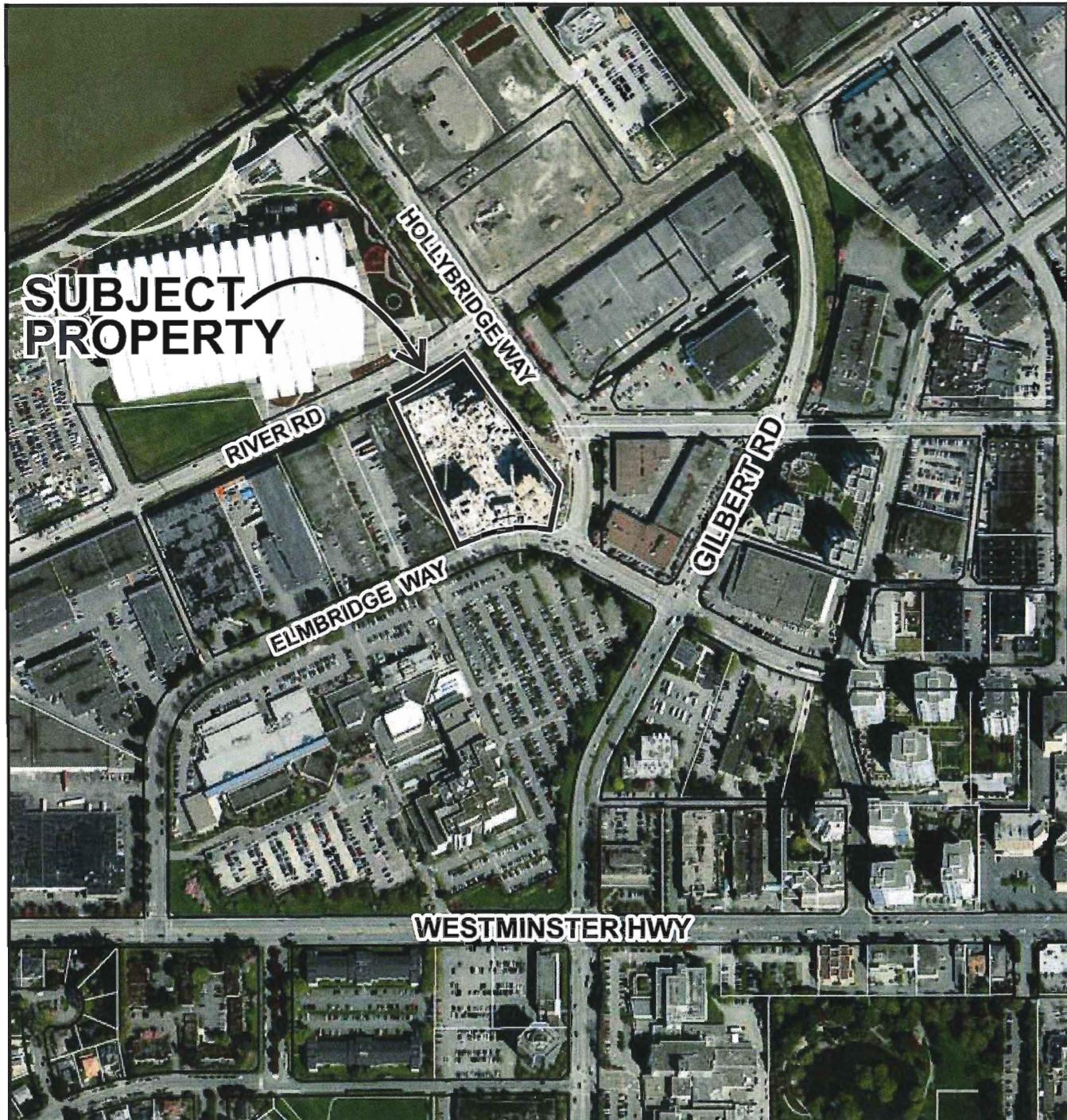
EL:blg

Prior to future Sign Permit and Building Permit issuance, the developer is required to complete the following:

- Amendment to Park SRW (EPP25234) and/or registration of other legal agreements or measures, as determined to the satisfaction of the Senior Manager of Parks Services to allow the proposed Type 2 freestanding sign to be located within the Parks SRW and City acceptance of the developer's offer to voluntarily contribute \$25,000 to Parks Division's Reserve Fund for public open space improvements as “compensation” for allowing the freestanding sign to be located within the Park SRW.
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/tp/special.htm>).



City of  
Richmond



DV 14-665249

Original Date: 07/11/14

Revision Date:

Note: Dimensions are in METRES

SIGN TYPE 1: T&T SUPERMARKET SIGNAGE (ANCHOR TENANT SIGNAGE)

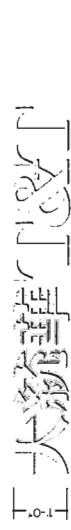


Backlit LED Illuminated Channel Letters with Green PMS 341C face / Black returns (Colours TBC)  
as per "T & T Supermarket" identity mounted to integral raceway.

**Electrical Power Required:**

Single circuit 110v/15 amp circuit with step down transformer

2 T&T SIGNAGE SIGN TYPE 1  
2:1.0 SCALE: NTS

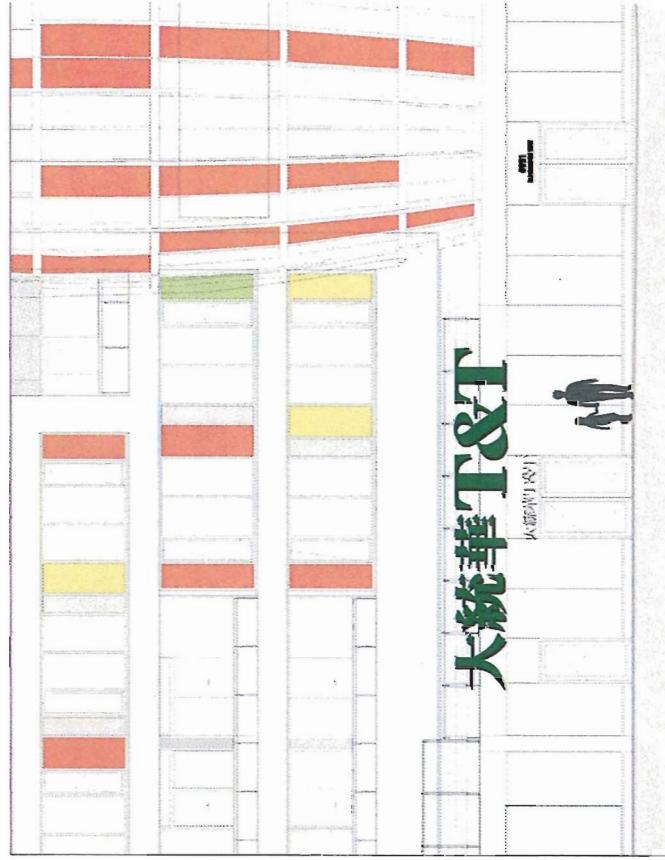


Backlit LED White illuminated Channel Letters with dark gray returns.  
"T & T Supermarket" is to be mounted above main entry way.

**Electrical Power Required:**

Single circuit 110v/15 amp circuit with step down transformer

3 T&T SIGNAGE SIGN TYPE 1 - ENTRANCE  
2:1.0 SCALE: NTS



1 T&T SIGNAGE SIGN TYPE 1: EAST ELEVATION  
2:1.0 SCALE: NTS



ONNI GROUP  
Ora Development Wayfinding & Sign Program Design Development - DRAFT 3

CLIENT NAME: Ora Development Group  
FILE NAME: 12012 4.0.0-Sign Sign Type 1 - T&T.B3

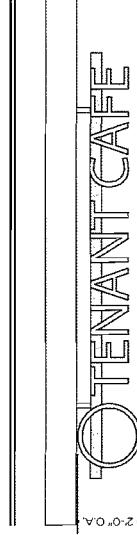
DRAWN BY: CJO  
DATE: 2013-03-25  
PROJECT: 12012  
REVIEW BY: SJK  
2:1.0

**SIGN TYPE 1: TENANT CANOPY SIGN DETAILS**

Notes:  
Individual internally illuminated channel letters & logo mounted  
on integral raceway, mounted below building canopy edge

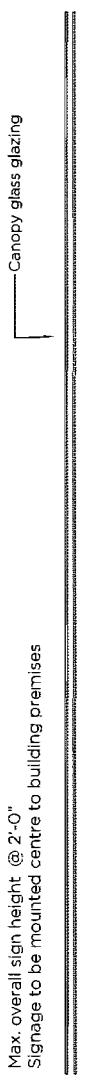
2'-0" Max Letter Height

4" deep painted HSS raceway/support to conceal all horizontal electrical supply



Type 1: 2'-0" Max. overall height with tenant logo & name

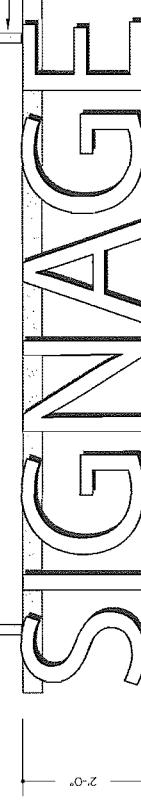
Max. overall sign height @ 2'-0"  
Signage to be mounted centre to building premises



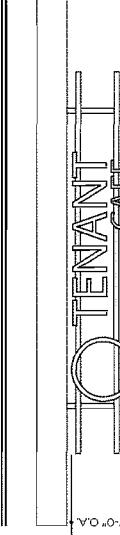
Type 2: 2'-0" Max. overall height with tenant logo centred and  
tenant name divided



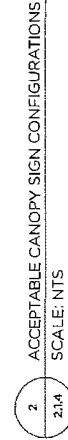
**Electrical Power Required:**  
Single Circuit 110v/15 amp circuit with step down transformer  
Channel letter set @ 300lb per tenant, typical



Individual dimensional letters mounted  
in front of 4" HSS raceway/ support to  
conceal all horizontal electrical supply  
(Alternate: 2" HSS double raceway for  
stacked / double lines canopy sign)



Type 3: 2'-0" Max. overall height with tenant logo & name stacked,  
mounted on 2" double raceway below the canopy



ACCEPTABLE CANOPY SIGN CONFIGURATIONS

SCALE: NTS

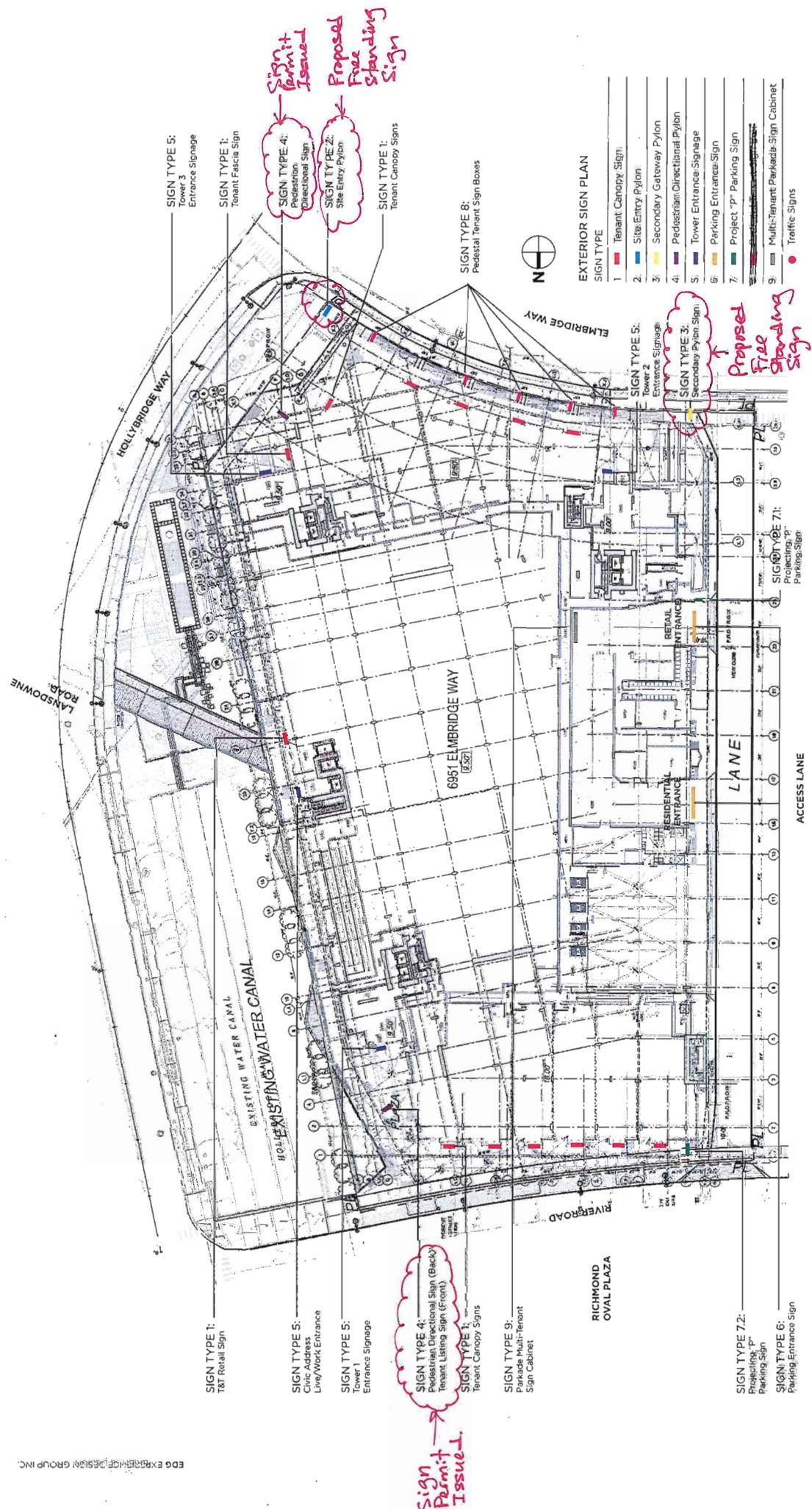
2.14

1 TYPICAL TENANT CANOPY SIGN - TYPICAL ELEVATION

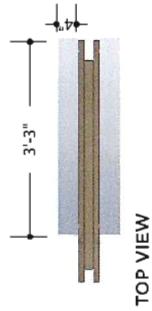
2.14

SCALE: 1/2" = 1'-0"

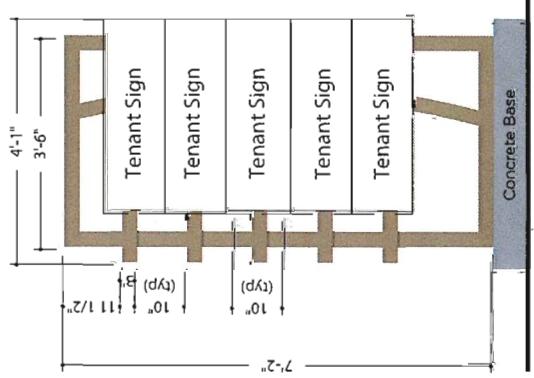
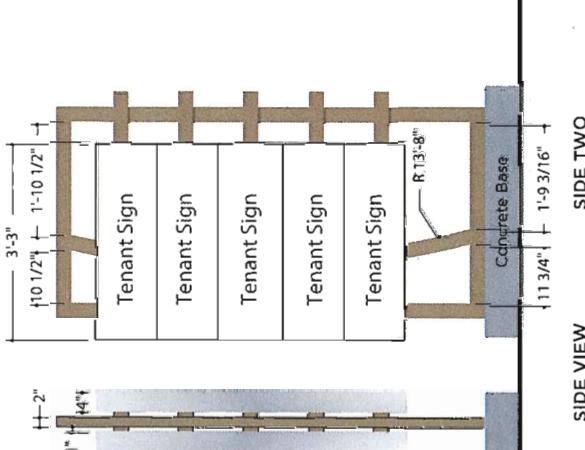
# ATTACHMENT 3



**EXISTING SIGN  
TYPE - (QTY: X 2)**



TOP VIEW

SIGN TYPE 4  
FRONT VIEWSIDE VIEW  
SIDE TWO

**SIGN TYPE 4. ITEM 1. STRUCTURE**  
**MODEL:** D/F freestanding pylon structure  
**TYPE:** 3' X 2' Open frame work HSS Steel structure c/w 3" X 1" cross bars. Structure painted to match architectural finish and to compliment the landscaping. (TBD)  
**MOUNTING:** Concrete base by others.  
 Hilti bolt into concrete base

**SIGN TYPE 4. ITEM 2. PARKING FACE**  
**MODEL:** One s/ illuminated cabinets  
**TYPE/DEPTH:** 4" fabricated  
**LIGHTING:** LED WHITE  
**FRAME:** EX 12- face over frame  
 Each tenant separated for change out  
**FACE:** 10 gauge aluminum w/ routed out copy and 1/2" clear push thru logos  
**MOUNTING:** Mounted to steel structure  
**POWER -347 VOLTS**

Vinyl Colours:	Paint Colours:
Grey 180-41 dark grey To be approved	Silver: 41-3425P frame and cabinet Brown to be supplied by EDG
<input checked="" type="checkbox"/> 1st Surface	<input type="checkbox"/> 2nd Surface
<input type="checkbox"/> Font:	<input checked="" type="checkbox"/> EDG - DRAFT &

Project Name: <b>ONNI GROUP OF COMPANIES</b> 6951-Embridge Way, Richmond	Art Revisions: R2: 02/19/14 change to 5 individual tenant cabinets R3: April 29/14 no change May 14/14 add voltage May 27/14 changed to one entire face	Quote Number: <b>6193-11-13-0MNDG</b>
Account Manager: Erna Ball	Revision: <b>R5</b>	Job Number:
Date: Nov. 18, 2013	Scale: 1/2"-1'-0"	
Client's Approval	Date	Account Manager Approval
		Date

**DRAWING** **2**



# City of Richmond

## Development Variance Permit

No. DV 14-665249

To the Holder: PRIORITY PERMITS LTD.

Property Address: 6951 ELMBRIDGE WAY

Address: C/O MR. JORDAN DESROCHERS  
25 BEGBIE STREET  
NEW WESTMINSTER, BC V3M 1B2

1. This Development Variance Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied by this Permit.
2. This Development Variance Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Sign Bylaw No. 5560" is hereby varied to permit:
  - a) Facia, Canopy and projecting signs in "Residential/Limited Commercial (RCL3)" zone, subject to Schedule 'A', Part II: CANOPY SIGNS & FACIA SIGNS, 2(a), and Part III: PROJECTING SIGNS, 2(a), of Sign Bylaw No. 5560; and
  - b) An additional two (2) freestanding signs to be installed on the land as shown on Plans #1 to #4 attached hereto; and
4. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.
5. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.  
DAY OF , .

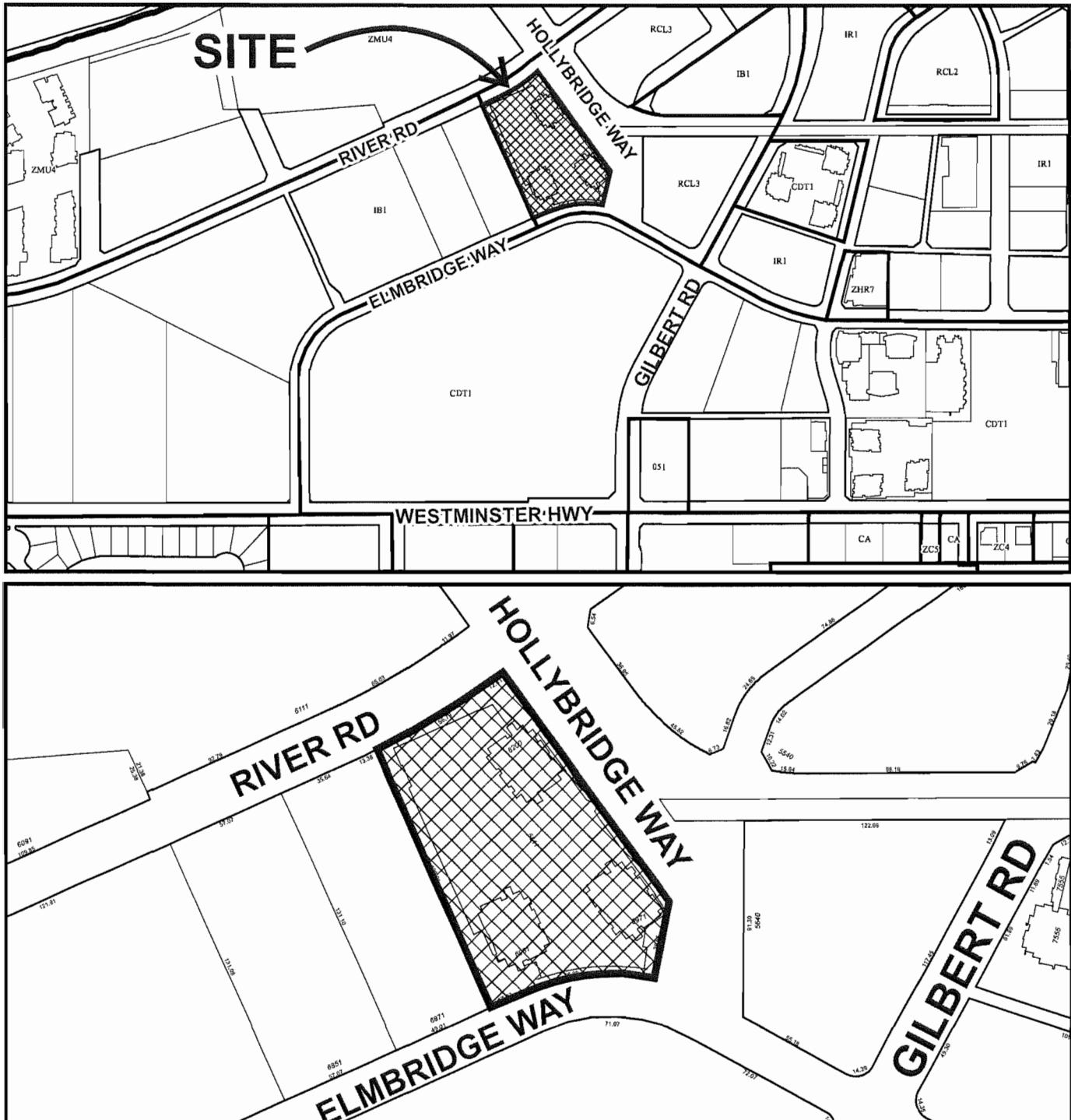
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



# City of Richmond

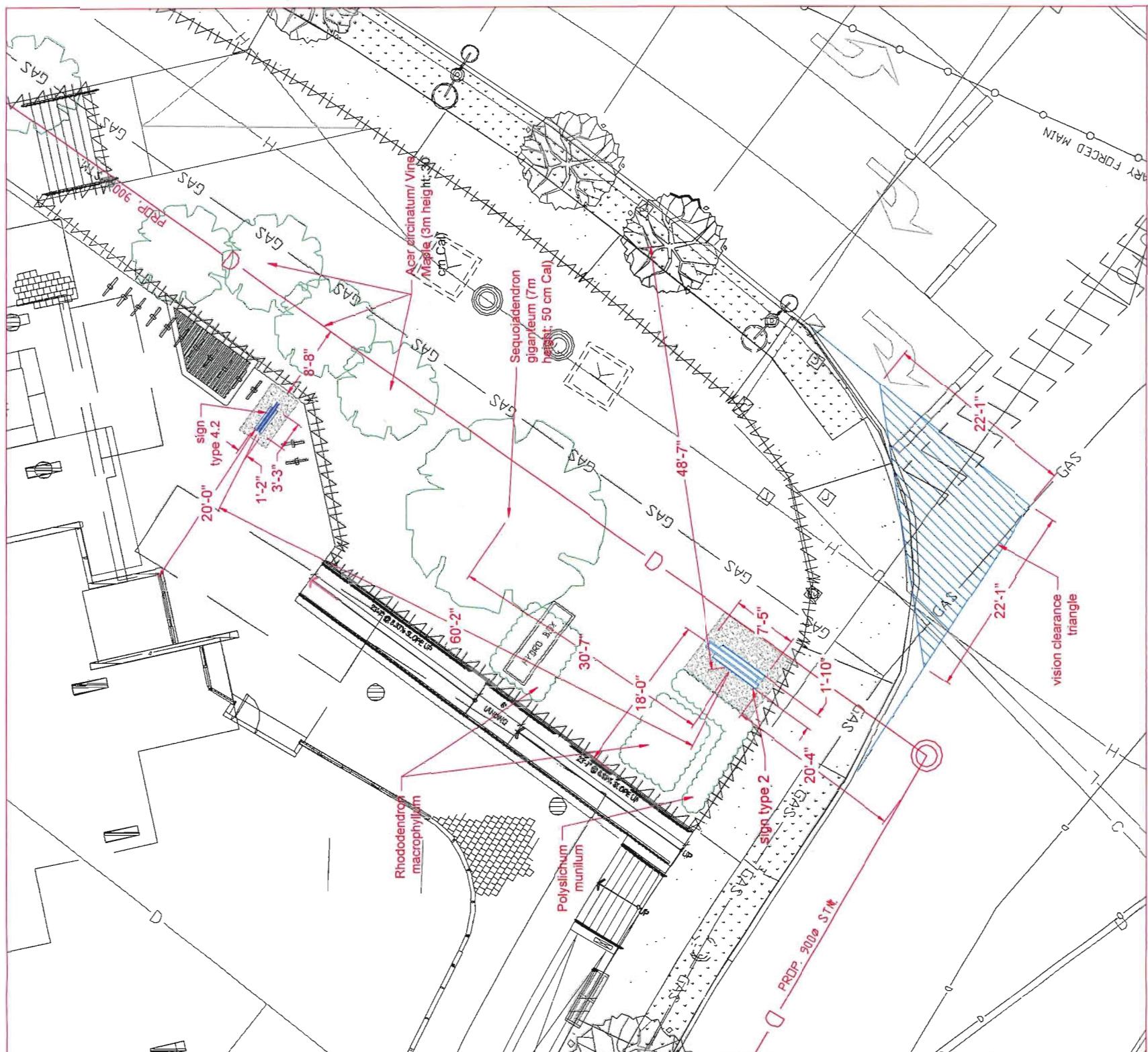


	<b>DV 14-665249</b> <b>SCHEDULE "A"</b>	Original Date: 07/11/14 Revision Date: Note: Dimensions are in METRES
--	--------------------------------------------	-----------------------------------------------------------------------------

14-665249

AUG 19 2014

PLAN #1

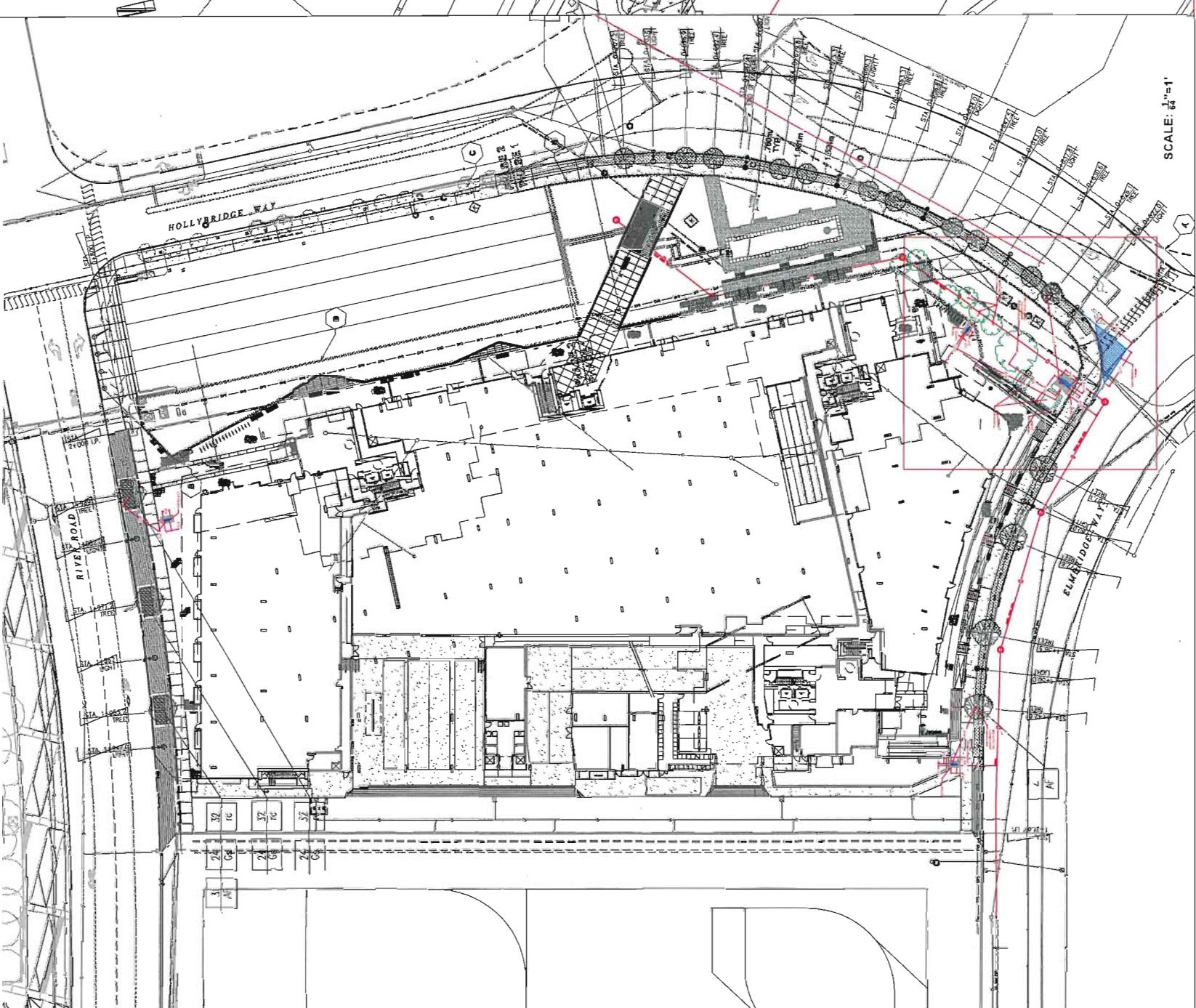


Project: ORA  
Client: KNIGHT SIGNS  
Address: 6951 ELMBRIDGE WAY  
RICHMOND, BC  
Drawing By: SC  
Scale: AS NOTED

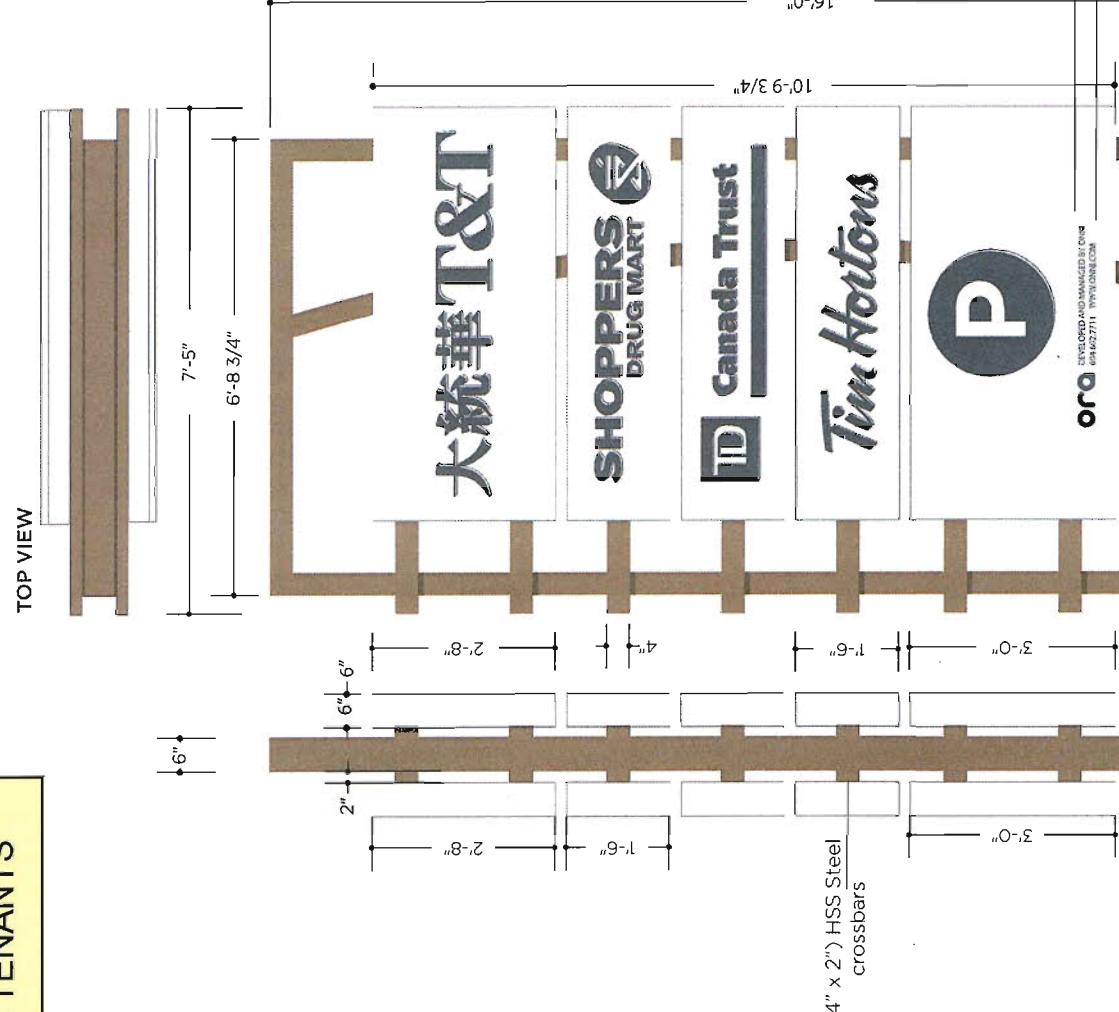
Date: 2014 / 06 / 02  
Note: location to be confirmed by signe contractor  
SCALE:  $\frac{1}{64} = 1'$

25 Beebie St.  
New Westminster, BC.  
T: 778-397-1394  
F: 1-888-738-3846  
E: jordan@prioritypermits.com

Priority Permits  
Signage Division



**MAIN ID SIGN FOR  
ANCHOR TENANTS**



Concrete footing subject to Structural Engineer's Review

**SIGN TYPE 2 FACE VIEW**

<p><b>Project Name:</b> <b>ONNI GROUP OF COMPANIES,</b> 6951-Elmbridge Way, Richmond</p> <p><b>Account Manager:</b> Erna Ball</p> <p><b>Date:</b> Nov. 18, 2013    <b>Scale:</b> 3/8"=1'-0"</p> <p><b>Client's Approval</b></p>		<p><b>Art Revisions:</b> ***</p>	<p><b>CONCEPTUAL ONLY</b> not finalized until confirmed by survey, permits and shop drawings COLOURS SHOWN ARE STRICTLY REPRESENTATIONAL</p>
<p><b>Quote Number:</b> <b>6193-11-13-0MNDG</b></p>	<p><b>Revision:</b></p>	<p><b>EDG</b> - DRAFT 8</p>	<p><b>SIGN TYPE 2: EXTERIOR PYLON SIGN</b></p>
			<p><b>QUANTITY: 1 D/F 10 FACES</b></p>
		<p><b>DRAWING</b></p>	<p><b>1</b></p>

<p><b>SIGN TYPE 2. ITEM 1. STRUCTURE</b></p> <p><b>MODEL:</b> D/F freestanding pylon structure</p> <p><b>TYPE:</b> 6" X 4" Open frame work HSS Steel structure W/ 4" X 2" cross bars. Painted to match architectural finish and to compliment the landscaping. (TBD)</p> <p><b>MOUNTING:</b> Concrete base by others Hilti bolt into concrete base</p>	<p><b>SIGN TYPE 2. ITEM 2.TENANT CABINETS</b></p> <p><b>MODEL:</b> Five (per side) individual cabinets</p> <p><b>TYPE/DEPTH:</b> 6" fabricated</p> <p><b>LIGHTING:</b> LED</p> <p><b>FRAME:</b> Face over frame /interior angle iron frame</p> <p><b>FACE:</b> 1/8" aluminum w/ routed out copy and 1/2" clear push thru logos Note logos shown in artwork are for presentation purposes only</p> <p><b>MOUNTING:</b> Mounted to steel structure as shown</p>	<p><b>Electrical Requirements:</b> Sign Cabinet Internal Lighting: 347 VAC supply to 24VDC LED transformer with 24hr. clock timer &amp; preset dimmer for day &amp; night. (LED illumination level allowance 300W) Time <b>clock and dimmer by electrician</b></p>	<p><b>Vinyl Colours:</b> Grey 180-41 dark grey To be approved</p> <p><b>Paint Colours:</b> Opal white background needs to be supplied by EDG and sample to be provided by KS for sign off</p>
		<p><b>EDG</b> - DRAFT 8</p>	<p><b>SIGN TYPE 2: EXTERIOR PYLON SIGN</b></p>

AUG 19 2014

PLAN #2

DV 14-665249

Account Manager Approval Date

DRAWING 1

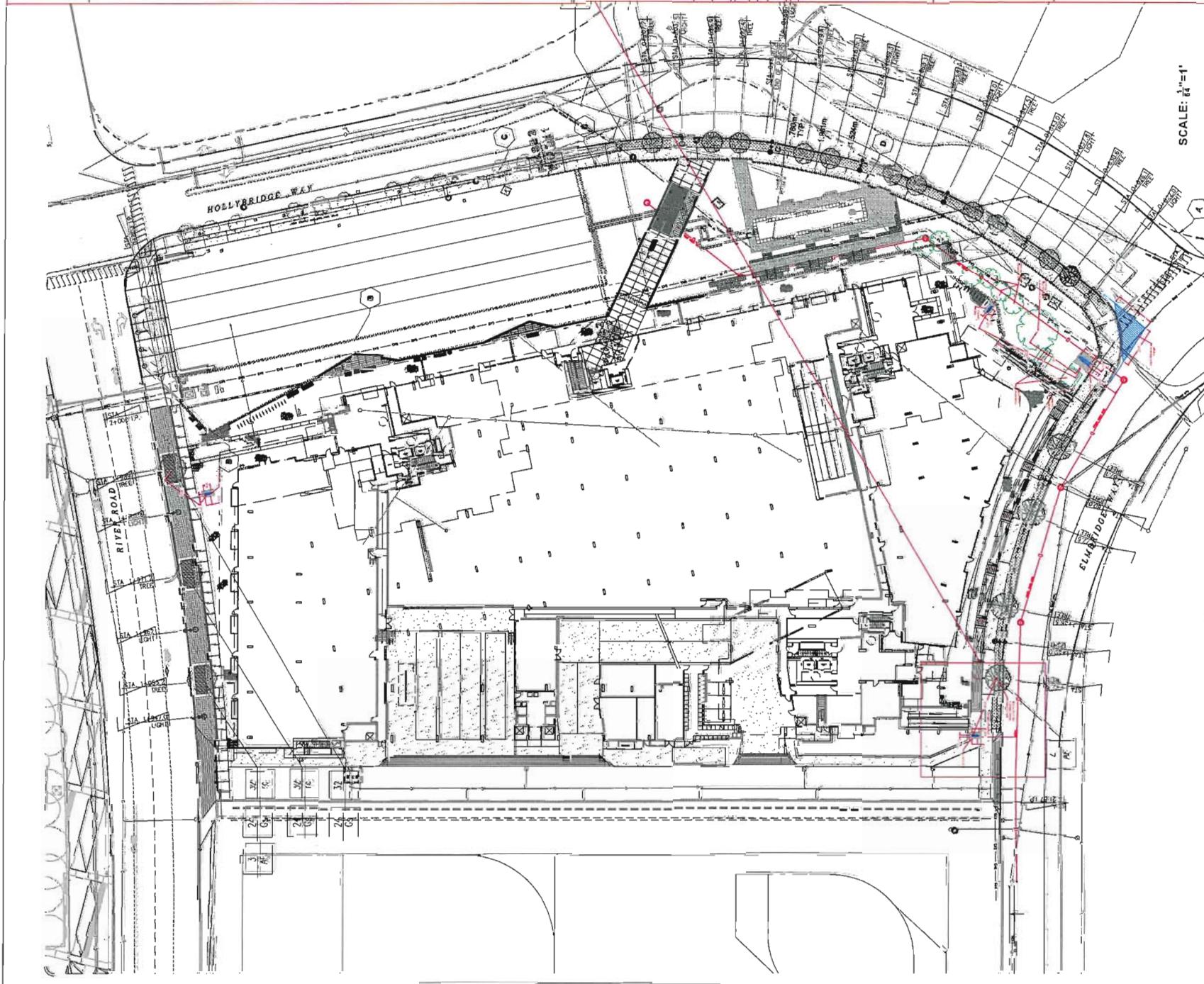
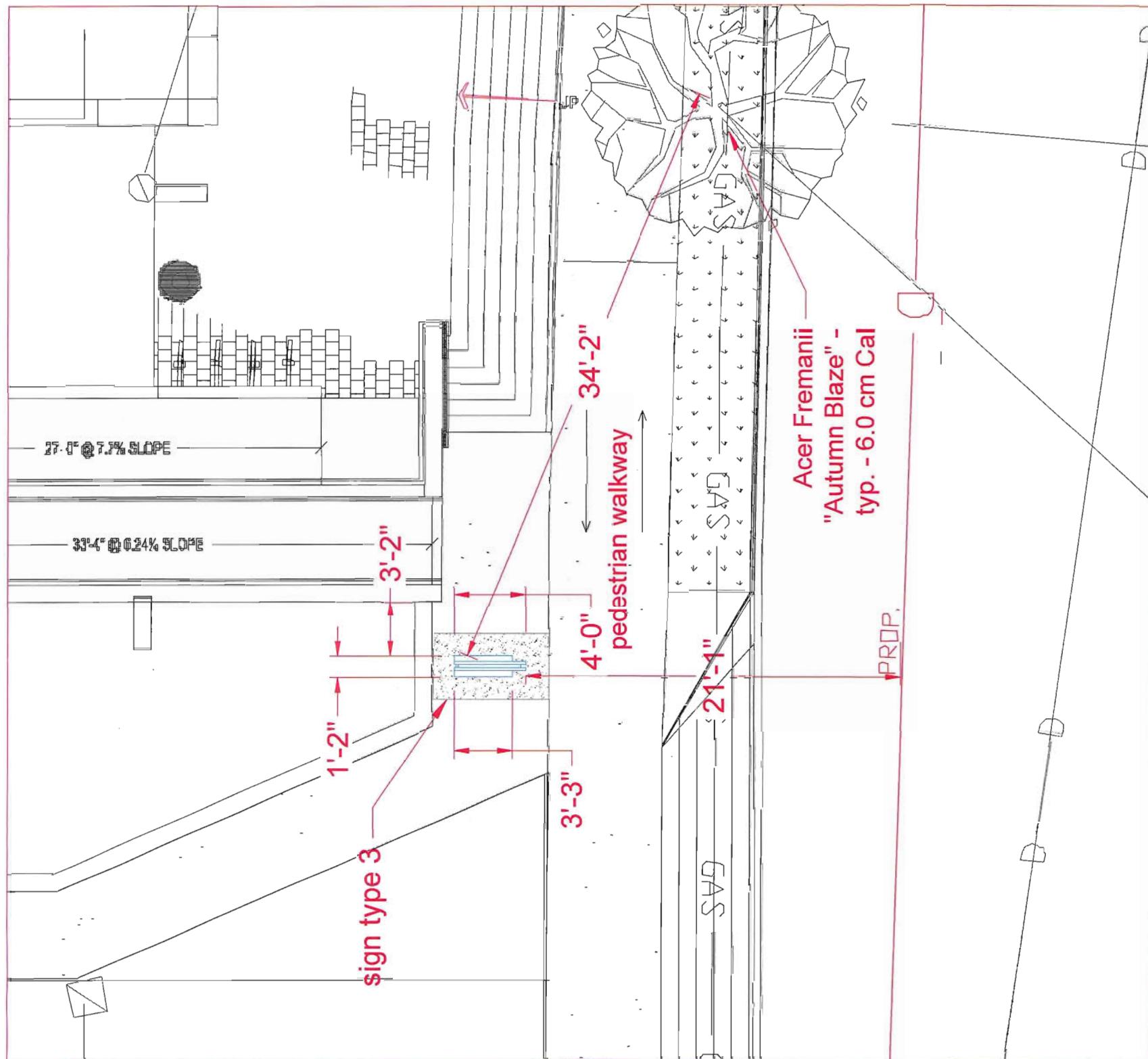
PLAN #2

This original drawing is the property of Knight Signs Inc.  
(A Division of Pacific Sign Group Inc.)  
7462 Progress Way,  
Delta, BC, V4C 1E1  
Local 604-946-2211 Toll free 1-888-233-0875  
Copyright © 2013

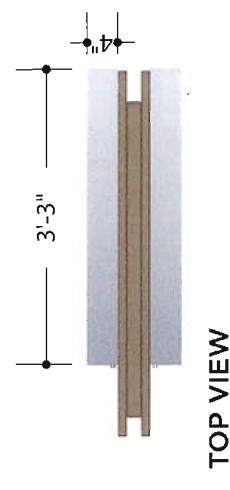
DW 14-665249

AUG 19 2014

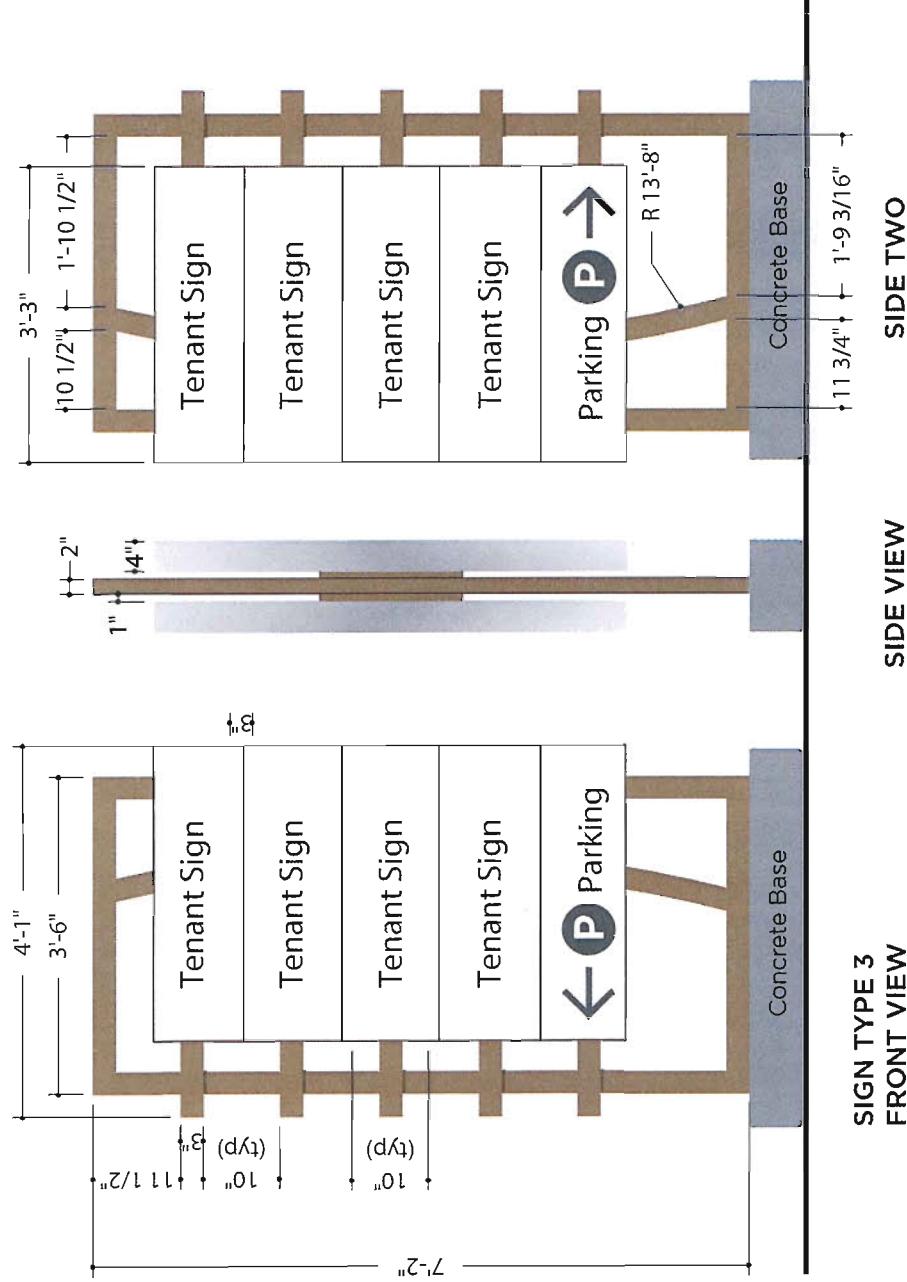
PLAN #3



**DIRECTIONAL  
SIGNAGE**



TOP VIEW



SIGN TYPE 3  
FRONT VIEW  
SIDE VIEW  
SIDE TWO

**SIGN TYPE 3 - ITEM 1 - STRUCTURE**

**MODEL:**

D/F freestanding pylon structure

**TYPE:**  
3" X 2" Open frame work HSS Steel  
structure c/w 3" X 1" cross bars. Structure  
painted to match architectural finish and to  
compliment the landscaping. (TBD)

**MOUNTING:**

Concrete base by others  
Hilti bolt into concrete base

**SIGN TYPE 3 - ITEM 2 - TENANT PANELS**

**MODEL:**

One s/f illuminated cabinets

**TYPE/DEPTH:**

4" fabricated

**LIGHTING:**

LED WHITE

**FRAME:**

EX 12-facet over frame

Each tenant seperated for change out

**FACE:**

10 guage aluminum w/ routed out copy and  
1/2" clear push thru logos

**MOUNTING:**

Mounted to steel structure

POWER -347 VOLTS

Vinyl Colours:	Paint Colours:
Grey 180-41 dark grey To be approved	Silver: 41-342SP frame and cabinet
	Brown to be supplied by EDDG
<input checked="" type="checkbox"/> 1st Surface <input type="checkbox"/> 2nd Surface	FONT:

1

PLAN #4 AUG 19 2014

DV 14 - 665249

Project Name: <b>ONNI GROUP OF COMPANIES,</b> 6951-Elmbridge Way, Richmond	Art Revisions: R2: 02/19/14 change to 5 individual tenant cabinets R3: April 29/14 no change May 14/14 add voltage May 27/14 changed to one entire face	<b>CONCEPTUAL ONLY</b>	Quote Number: <b>6193-11-13-0MNDG</b>
		not finalized until confirmed by survey, permits and shop drawings COLOURS SHOWN ARE STRICTLY REPRESENTATIONAL	
Account Manager: <b>Erna Ball</b>	R5	SIGN TYPE 3: EXTERIOR PYLON SIGN	Revision:
Date: Nov. 18, 2013	Scale: 1/2"=1'-0"	Job Number:	<b>QUANTITY:1 D/F PYLON</b>

Account Manager Approval Date  
Drawing

1

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and is not to be reproduced or loaned to another company or in  
part without the written consent of Knight Signs Inc.  
Copyright © 2013

**CityClerk**

To Development Permit Panel
Date: Sept. 10 2014
Item # 2
Re: DV 14-665249

	INT
DW	
MJ	
	JB

**From:** L Wong [lillianw26@hotmail.com]  
**Sent:** Tuesday, 02 September 2014 2:23 PM  
**To:** CityClerk  
**Subject:** Oppose to the application for development variance permit DVD 14-665249 - Applicant- Priority Permits Ltd

**Categories:** 08-4100-02-02 - Development- Inquiries and Complaints - Residential

I write to respond to your letter that I have received from your office to my address of 3017-5511 Hollybridge Way, BC.

As a resident,

I would like to put in my objection and oppose to the application of the followings:

1. Allow facia, canopy and projecting signs for the commercial uses in the development
2. Allow installation of two additional freestanding signs along Elmbridge Way for the existing mixed use building located at 6951 Elmbridge.

Regards,

Lillian Wong  
(604)649-1737



**CityClerk**

**To Development Permit Panel**

**Date:** Sept. 10 2014

**Item #** 2

**Re:**

DV 14-665249

		INT
DW		
MJ		
DB		

**From:** R Wong [rshwong6@gmail.com]  
**Sent:** Tuesday, 02 September 2014 3:27 PM  
**To:** CityClerk  
**Subject:** Re: Object & Oppose to application for development Variance Permit DV 14-665249

**Categories:** 08-4100-02-02 - Development- Inquiries and Complaints - Residential

I would like to respond to your letter regarding the following application:

Applicant : Priority Permits Ltd  
Property Location: 6951 Elmbridge Way, Richmond BC

Intent of Permit:

1. Allow facia, canopy and projecting signs for the commercial uses in the development
2. Allow installation of two (2) additional freestanding signs along Elmbridge Way for the existing mixed-use building located at 6951 Elmbridge Way.

AS A RESIDENT OF 3018-5511 Hollybridge Way, Richmond.

I OBJECT AND OPPOSE TO THIS APPLICATION.

Regard,

Richard Wong  
(604)447-5511

